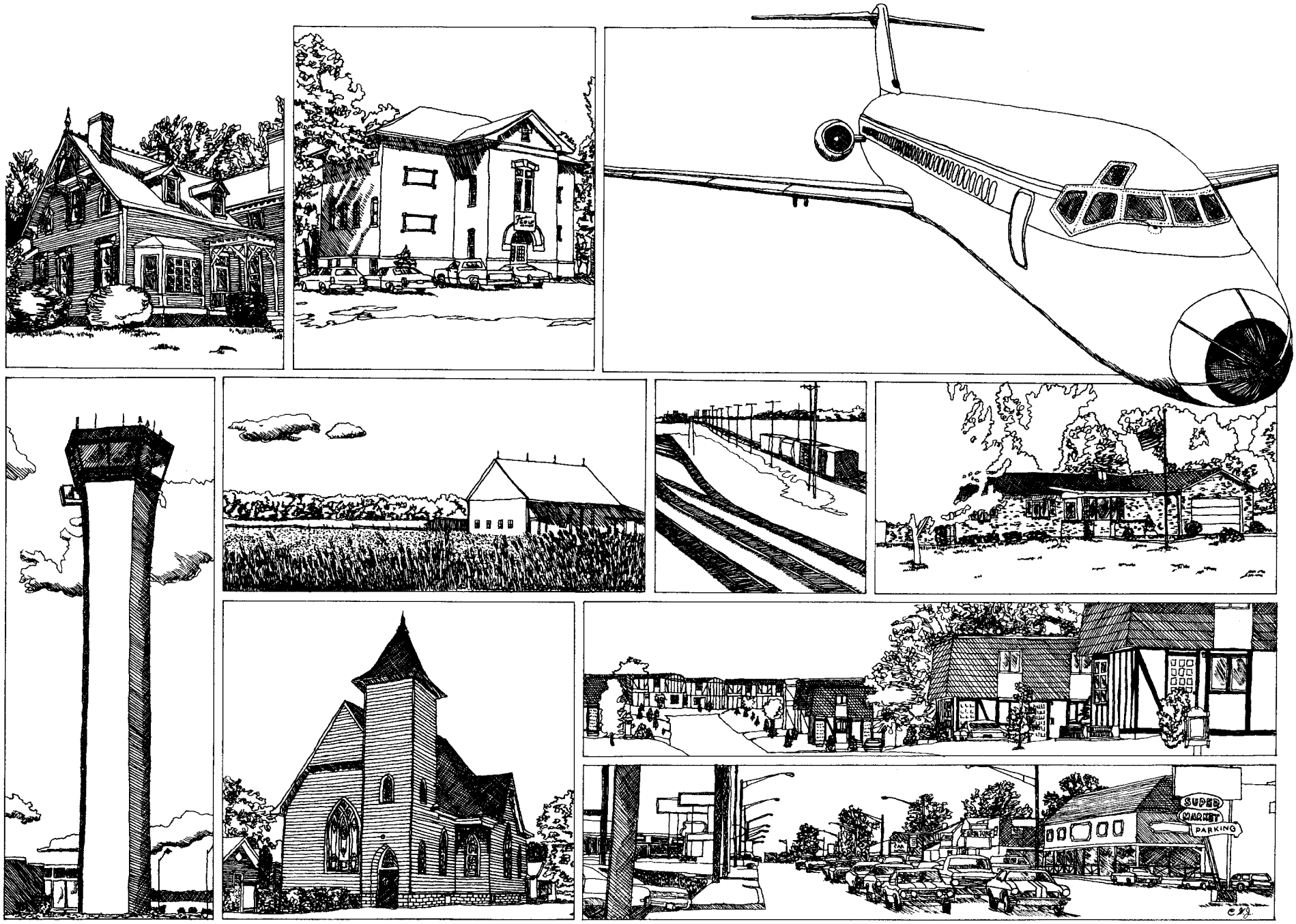

Airport Vicinity Plan

August 1978

CITY OF INDIANAPOLIS · OFFICE OF THE MAYOR

WILLIAM H. HUDNUT III, MAYOR

AIRPORT VICINITY PLAN

A Plan for the
Community Around the
Indianapolis International
Airport

A Part of
The Comprehensive Plan for Marion County

August 1978

Prepared by:

Department of Metropolitan Development
Division of Planning and Zoning
Indianapolis-Marion County, Indiana

The preparation of this report
was financed in part by a
Unified Federal Planning Grant

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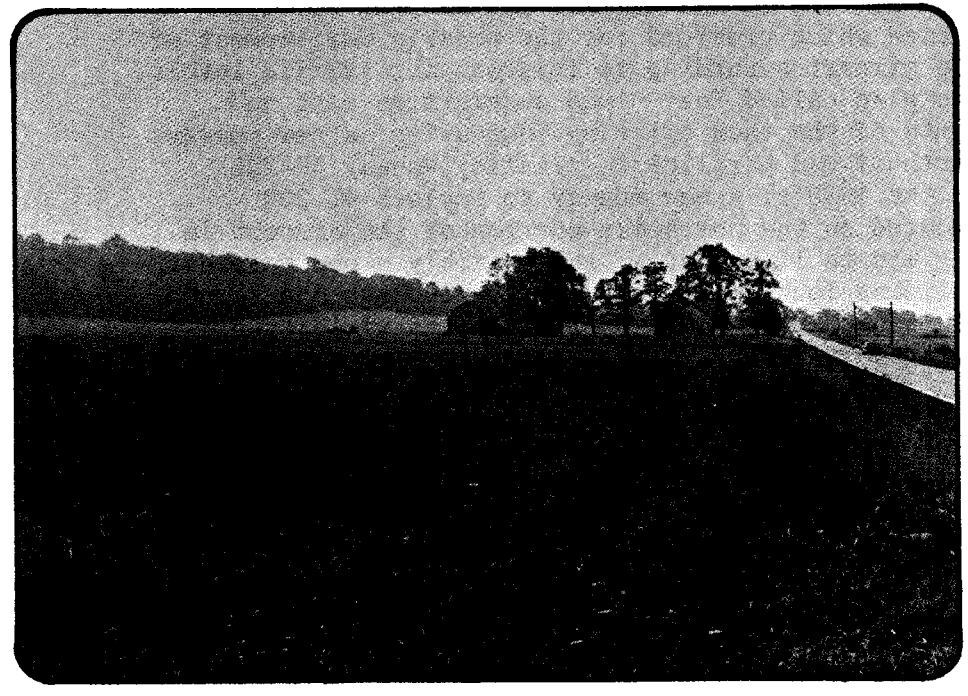


Introduction

section one

A. Introduction

In 1928, the City of Indianapolis acquired 947 acres in southwest Marion County to develop a major airport facility. Indianapolis Municipal Airport was dedicated in 1931, becoming Weir Cook Municipal Airport in 1944 and Indianapolis International in 1976.

During the early 1960's facilities were improved, including the lengthening of the runways to accommodate commercial jet transports. The early 70's saw major expansion of the terminal facility along with airport access roads and automobile parking. In 1975 a 20-year master plan was completed which provided for the orderly development of the airport according to forecast air traffic levels. The plan called for: land acquisition west and south of the then existing boundaries; a new runway south of and parallel to existing Runway 4R-22L in the 1980's; a new runway to replace 4L-22R located on the northwest portion of the Airport in the mid to late 1990's; and possibly a new terminal building located between the new runways and served via a new interchange on I-70 in the vicinity of Bridgeport Road.

Indianapolis International Airport is surrounded by expanding residential neighborhoods in both rural and urban settings; growing commercial areas along Washington Street and Highway 67; an increasing number of heavy and light industrial, wholesaling, and distributing firms in Park Fletcher and near Stout Field; and large tracts of agricultural land. Prior to this effort, there had never been a detailed land use plan which included the entire Airport vicinity.

The Airport Vicinity Plan is not a plan for the Airport, but rather a plan for the land adjacent to and directly affected by the Airport. The purposes of the Vicinity Plan are to:

- Plan for, and anticipate the impact of, Airport expansion on the surrounding area.

- Enlist the active participation of local residents in zoning and land use planning programs necessary to implement the vicinity plan.

The Airport Vicinity Plan was developed as a component of the overall Comprehensive Plan for Marion County and deals with the area's specific needs and concerns. This planning report makes recommendations for changes in existing land use and circulation as well as for improving neighborhood amenities and environmental quality and provides the means for accomplishing the recommendations through zoning changes and a capital improvement program.

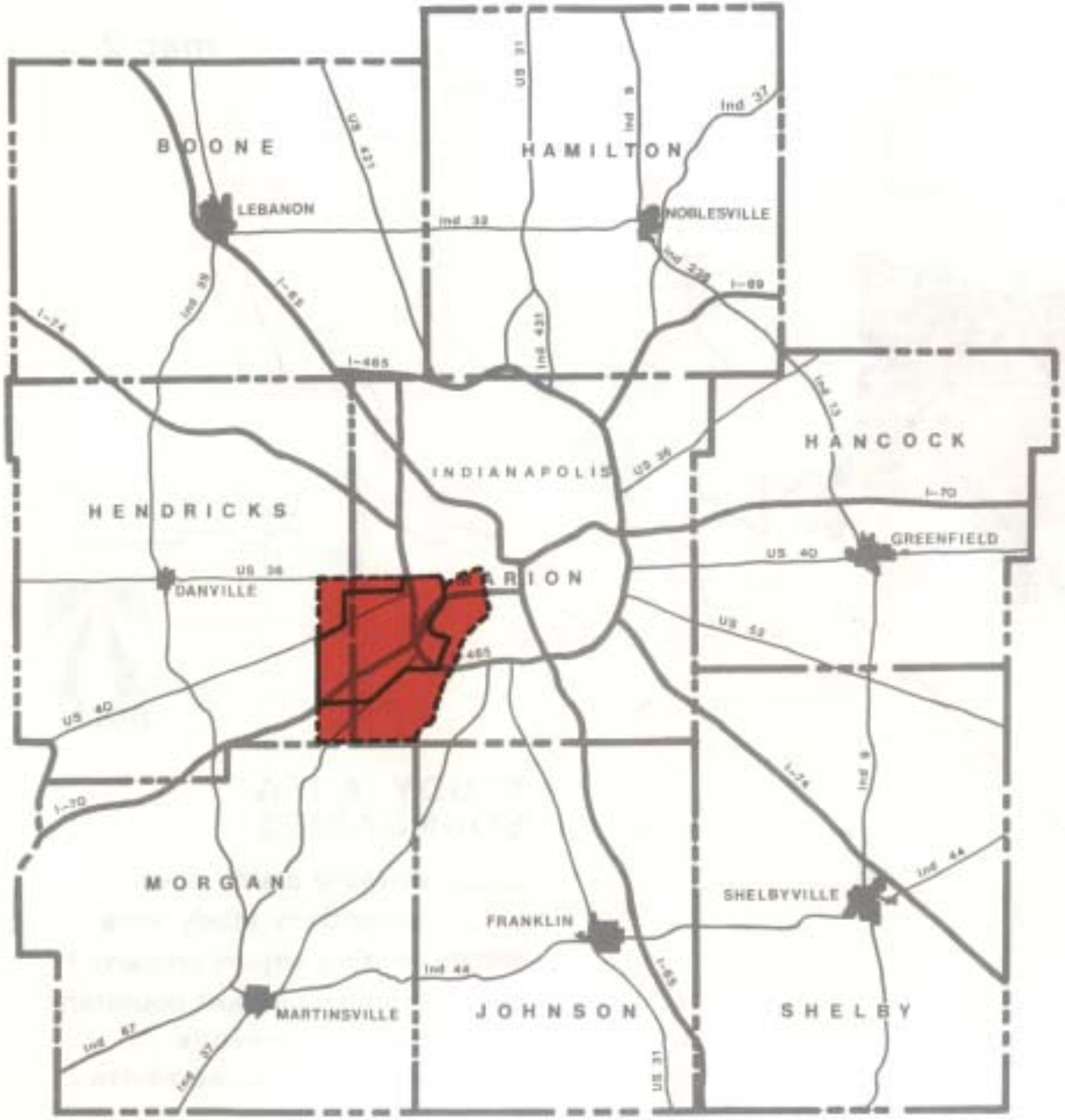
This plan also makes land use and capital improvement recommendations for Hendricks County which is outside the planning jurisdiction of the City of Indianapolis. The plan recommendations related to Hendricks County are within the zoning and legislative purview of the Indianapolis Airport Authority and the Hendricks County Plan Commission and would require their action for adoption.

B. Location

The study area for the airport vicinity consists of: southwest Marion County (including all of Decatur Township and part of Center and Wayne Townships) and southeast Hendricks County (including a portion of Guilford Township and a corner of Washington Township). (see map 1.)

The physical boundaries for the total study area are: State Highway 36 (Rockville Road) and U.S. 40 (Washington Street) on the north, White River on the east, the Marion County line and the Morgan County line on the south, and State Road 267 on the west. (see map 2.)

The total study area is divided into primary and secondary areas of impact. The primary study area will be directly affected by airport-related noise, hazard and



STUDY AREA LOCATION

Indianapolis Standard Metropolitan Statistical Area (SMSA)

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Airport Vicinity Plan

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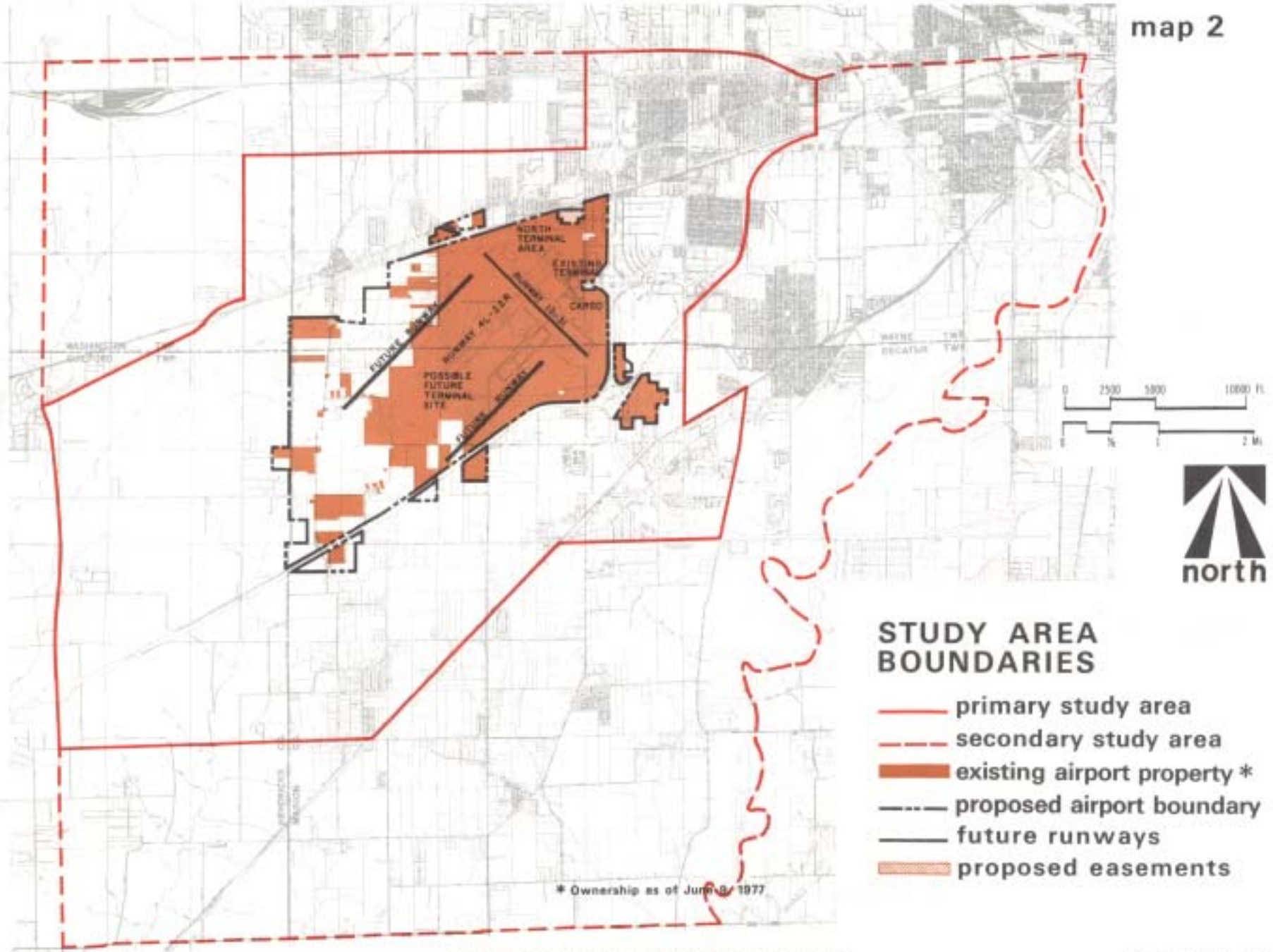
map 2



STUDY AREA BOUNDARIES

- primary study area
- secondary study area
- existing airport property *
- proposed airport boundary
- future runways
- proposed easements

* Ownership as of June 8, 1977

AIRPORT VICINITY PLAN

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economic influence. The secondary study area boundaries extend to the physical or political limits of airport influence.

C. Planning Process

In order for everyone to effectively understand the problems in the study area, determine revelant goals and objectives and recommend practical solutions to the problems, a planning process had to be followed. The process used to develop the Airport Vicinity Plan was:

.Prepare Prospectus - A work program to outline the process to study the airport vicinity.

.Inventory of Physical Social and Economic Data - A data inventory which compiled pertinent data for the area was assembled and distributed to over 240 local government agencies, business associations, neighborhood groups and governmental organizations.

.Conduct New Studies and Analyze Data - Studies were made by Arnold Thompson Associates to analyze the affects of Indianapolis International Airport on the surrounding area. Their findings were presented in a series of technical memorandums.

.Develop a Planning Coordination System - A steering committee composed of representatives of neighborhood organizations, business associations, business and governmental agencies was assembled.

.Formulate Goals and Operational Objectives - A list of goals and operational objectives was assembled by the planner-in-charge and reviewed by the steering committee. These goals and operational objectives were presented in public meetings in both Marion and Hendricks Counties. They were periodically updated as necessary.

.Review Existing Planning Principles and Standards - Planning principles and standards were presented to the steering committee.

.Review Alternative Plans and Programs Based On Goals and Operational Objectives - Plans and programs were presented to the steering committee for their analysis and refinement.

.Evaluate Alternative Plans and Programs - Several land use transportation systems, capital improvement and program alternatives were considered.

.Final Plan Recommendations - These were approved by the steering committee and presented at a public hearing. There were several public hearings held about the Airport Vicinity Plan. At these hearings a misunderstanding arose as to which plan was being discussed, the Master Plan or the Airport Vicinity Plan. Because of this misunderstanding, some public cynicism developed about the Airport Vicinity Plan.

.Implementation Strategy - An implementation strategy is included in the final report and will be reviewed by both the Indianapolis Metropolitan Development Commission and the Hendricks County Plan Commission.

.Prepare Final Report - Final plan report will be prepared by the staff of the Division of Planning and Zoning.

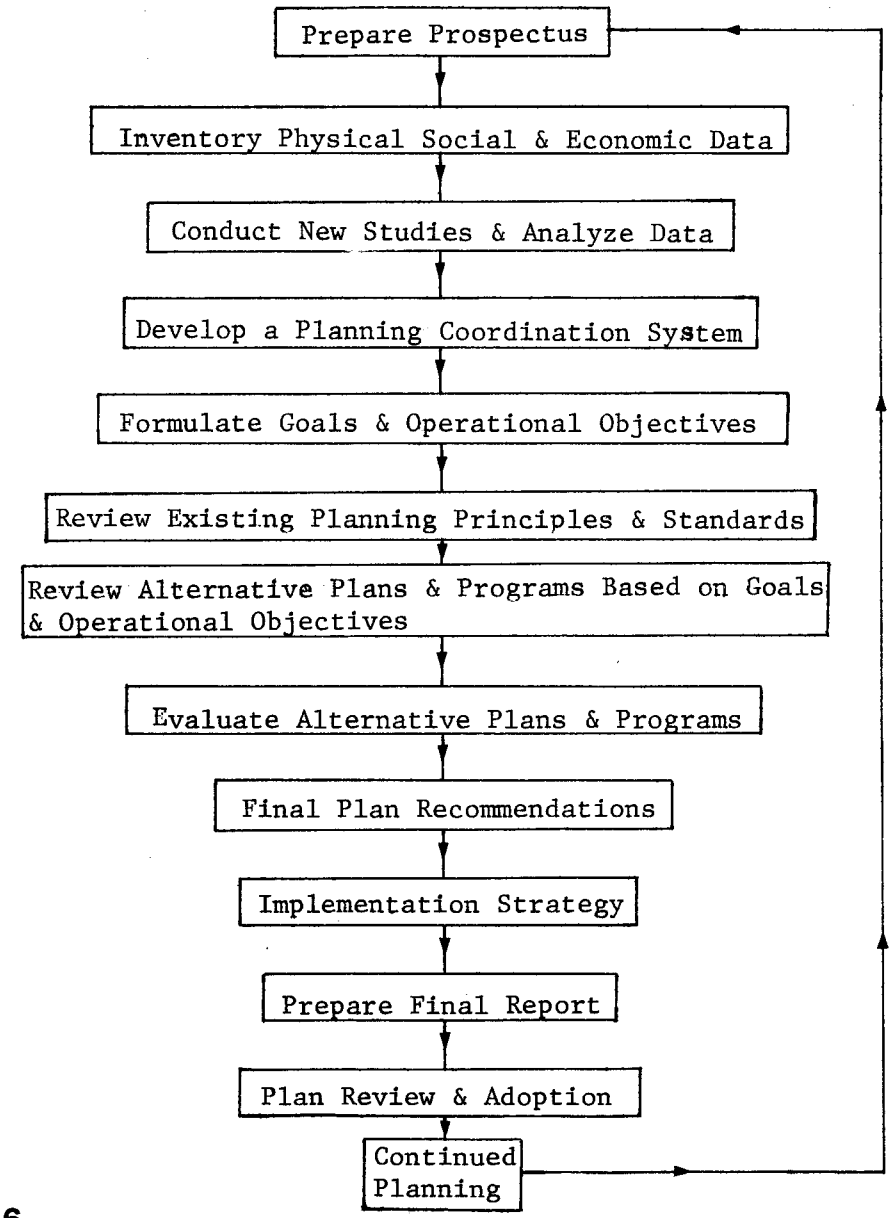
.Plan Review and Adoption - The final plan will be reviewed and adopted by the Indianapolis Metropolitan Development Commission.

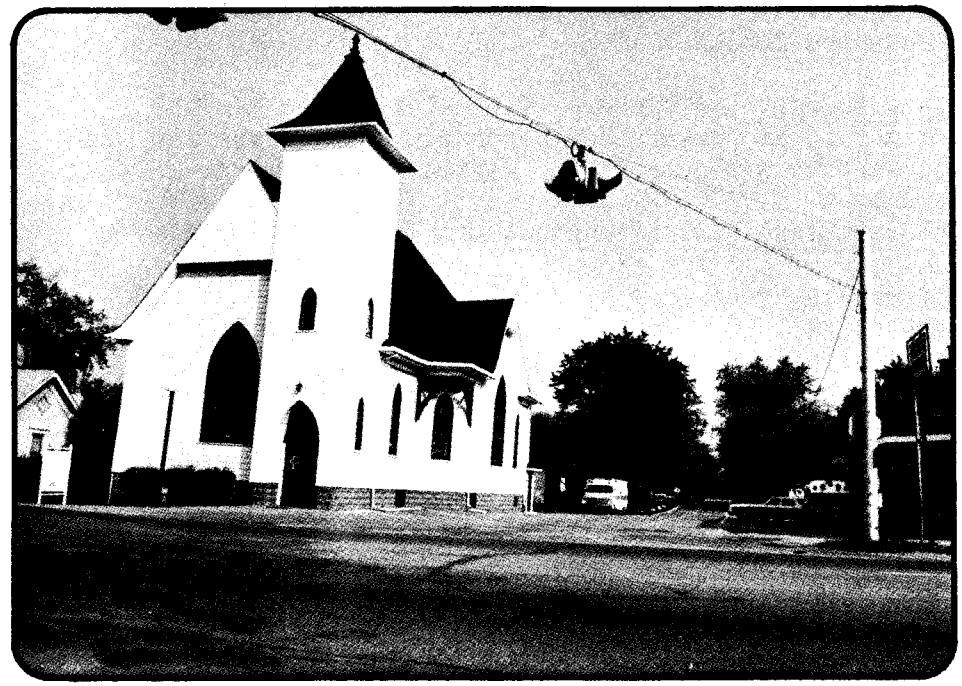
.Continued Planning - Updating of the Airport Vicinity Plan will be made on a periodic 5 to 10 year basis.

It must be realized that the airport vicinity is a smaller area than either Marion or Hendricks County. As a result, county concerns must be evaluated and heavily considered. The concerns of the airport vicinity were for the most part in agreement with the metropolitan concerns. However, when a steering committee member disagreed with a particular metropolitan policy, a new policy was prepared. If a majority of the steering committee agreed with this proposal it then became the vicinity's policy. In this report, if a metropolitan

policy conflicts with a vicinity's policy, the vicinity's viewpoint is presented.

Figure 1. PLANNING PROCESS





Current Data

section two

A. Introduction

The data presented in this chapter is intended to provide a base of information about the airport vicinity. The original information was gathered in 1976 and presented in the "Weir Cook Municipal Airport Vicinity Plan Data Inventory". A summary of the information is presented in this plan. (Copies of the data inventory can be obtained from the Division of Planning and Zoning, Room 2060 City-County Building.) The data was used in the evaluation and analysis of the area for the preparation of the vicinity plan. The current data presented includes:

- Data Summary - A summary of population and housing data for the primary and secondary study areas and population projections for Marion and Hendricks County.
- Thoroughfare Classifications - A comprehensive list and map of all the freeways, expressways, primary arterials, secondary arterials and collectors which are in the study area. This section also lists several of the bus lines in the area.
- Land Use - A map of existing 1976 land uses in the airport vicinity study area.
- Historic Sites - An inventory of the historic areas, historic roads and a list of historic structures in the Marion County section of the study area.
- Environmental Data

  Soil Types - An inventory of existing soil types and a map showing the range of soil types for the study area.

  Floodways and Flood Plains - A map showing the Flood Plain districts and Floodway Districts for the vicinity plan study area.

  Tree Cover - A map of existing tree cover and significant woodlands which still exist in the study area.

  Public Utilities - A map showing the sanitary districts, existing interceptor sewers and the high voltage power lines in the study area.
- Community Facilities - An inventory and map of all the community facilities in the study area. The facilities include: Wayne Township Public Schools, Decatur Township Public Schools, park and recreation facilities, fire stations, community centers, libraries, landmarks, churches and health facilities in the area.

B. Data Summary

The information in this section is a summary of the most up-to-date population and housing data that was available at the time of this study. It provides a data base that was used in the preparation of this plan as an indication of existing conditions and future trends and as a base of information which can be compared to future statistics to determine change over the years. The data was taken from the U.S. Department of Commerce's Publication HC(3)-78 Block Statistics, 1970. (see page 9)

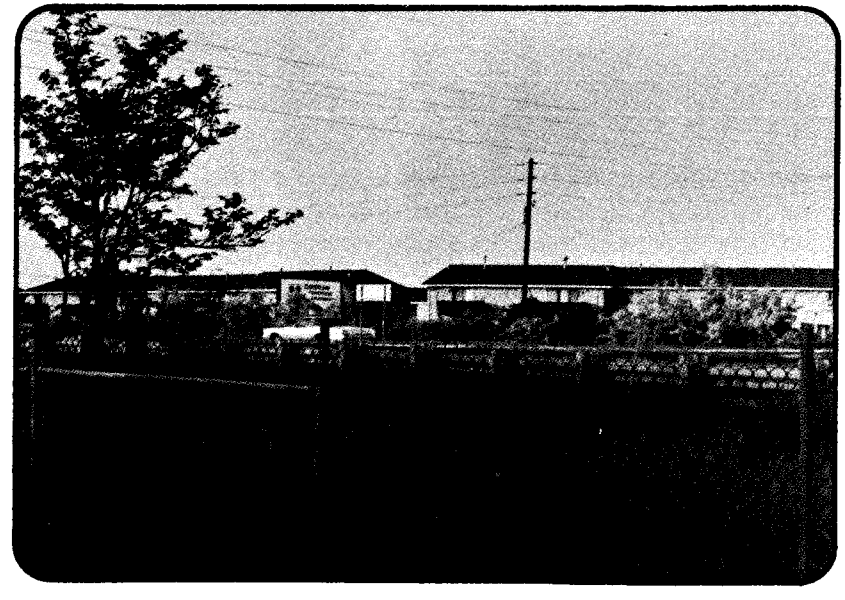


Figure 2. TOWNHOUSE APARTMENTS IN WAYNE TOWNSHIP

1970 POPULATION AND HOUSING DATA
BLOCK TOTALS BY CENSUS TRACTS

	STUDY AREA ACREAGE*	TOTAL POP.	NEGRO	%	UNDER 18	%	OVER 62	%	TOTAL HSNG. UNITS	LACKING SOME/ALL PLUMB.
PRIMARY	22,024	27,223	83	1	10,385	38	2194	8	8,710	414
Marion Co.	15,365	25,278	83	1	9,664	38	2085	8	8,046	406
Hendricks Co.	6,659	1,945	-	-	721	37	109	6	664	8
SECONDARY	28,540	35,044	447	1	13,496	39	3101	9	10,345	828
Marion Co.	21,023	34,292	441	1	13,232	39	3042	9	10,100	823
Hendricks Co.	7,517	752	6	1	264	35	59	8	245	5
TOTAL	50,564	62,267	530	1	23,881	38	5295	9	19,055	1242
Marion Co.	36,388	59,570	524	1	22,896	38	5127	9	18,146	1229
Hendricks Co.	14,176	2,697	6	1	985	37	168	7	909	13

	ONE UNIT STRUCTURES	STRUCTURE WITH 10+ UNITS	OWNER TOTAL	LACK SOME/ALL PLUMBING FACILITIES	AVERAGE VALUE OF OWNER OCCUPIED UNITS	OWNER PERCENT NEGRO	RENTER TOTAL	LACK SOME/ALL PLUMB. FACILITIES
PRIMARY	5,913	175	6,228	206	$13,100	1	2203	136
Marion Co.	5,594	136	5,740	203	13,000	1	2053	133
Hendricks Co.	319	39	488	3	14,600	-	150	3
SECONDARY	8,766	67	6,996	376	$13,400	2	3156	335
Marion Co.	8,584	52	6,827	374	13,300	2	3095	335
Hendricks Co.	182	15	169	2	17,800	5	61	-
TOTAL	14,679	242	13,224	582	$13,300	1	5359	471
Marion Co.	14,178	188	12,567	577	13,200	1	5148	468
Hendricks Co.	501	54	657	5	15,400	1	211	3

	AVERAGE RENT OF RENTER OCCUP. UNITS	% NEGRO	1.01 PERSONS PER RM. WITH ALL TOTAL PLUMB. FAC.		ONE PERSON HOUSEHOLDS	FEMALE HEAD	WITH ROOMERS/ BOARDERS
PRIMARY	$ 99	-	823	767	1138	550	131
Marion Co.	99	-	769	714	1041	516	124
Hendricks Co.	90	-	54	53	97	34	7
SECONDARY	$ 83	1	1198	1073	1462	842	194
Marion Co.	83	1	1186	1061	1434	830	193
Hendricks Co.	120	-	12	12	28	12	1
TOTAL	$ 90	1	2021	1840	2600	1392	325
Marion Co.	89	1	1955	1775	2475	1346	317
Hendricks Co.	98	-	66	65	125	46	8

*Proposed 1995 Airport Property - 4628 Acres

C. Existing Thoroughfare Classifications

1. Functional Classification of Streets which border or traverse the Total Study Area, see map 3.

FREEWAY
- Interstate 465
- Interstate 70

EXPRESSWAY
- Airport Expressway

PRIMARY ARTERIAL
- Rockville Rd. (State Hwy. 36)
- Washington St. (U.S. Hwy. 40)
- Kentucky Ave. (State Hwy. 67)

SECONDARY ARTERIAL
- Bridgeport Rd. (S. of Haveisen Rd.)
- Country Club Rd.
- Girls School Rd.
- Haveisen Rd. (W. of Bridgeport)
- High School Rd. (S. of Kentucky Ave.)
- Holt Rd.
- Lynhurst Dr.
- Mann Rd.
- Mooresville Rd. (W. of High School Rd.)
- Morris St. (E. of I-465)
- Raymond St. (E. of Holt Rd.)
- Southport Rd.
- Thompson Rd. (W. of Kentucky Ave.)
- West County Line Rd. (N. of Kentucky Ave.)

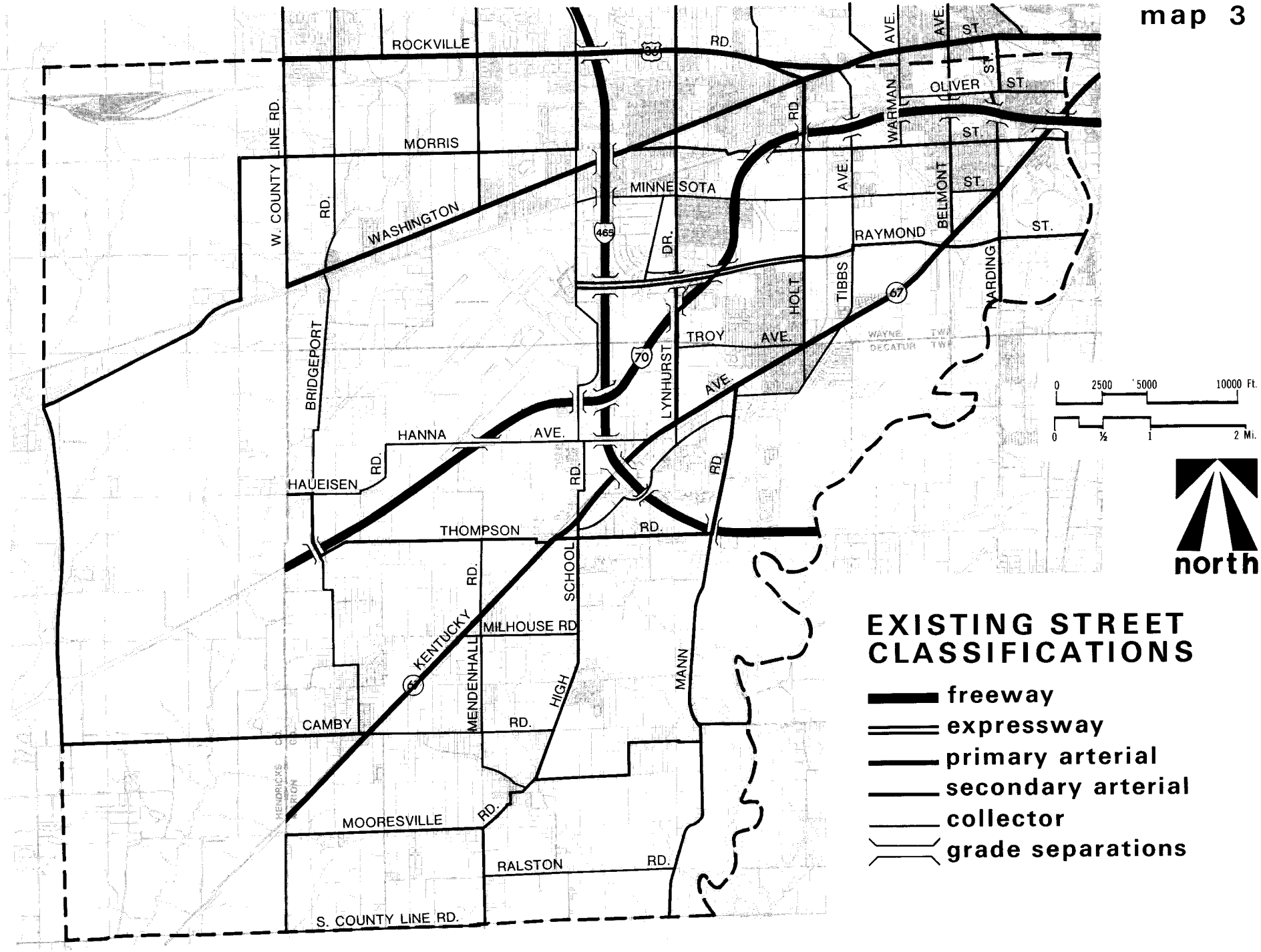
COLLECTOR
- Bridgeport Rd. (N. of Haveisen Rd.)
- Camby Rd.
- Hanna Ave. (W. of Kentucky Ave.)
- Haveisen Rd. (E. of Bridgeport Rd.)
- High School Rd. (N. of Kentucky Ave.)
- Mendenhall Rd.
- Milhouse Rd.
- Minnesota St.
- Mooresville Rd. (E. of High School Rd.)
- Morris St. (W. of High School Rd.)
- Ralston Rd.
- South County Line Rd.
- Thompson Rd. (E. of Kentucky Ave.)
- Tibbs Ave.
- Troy Ave.
- West County Line Rd. (S. of Kentucky Ave.)

2. BUS SERVICE

24-Mars Hill
- 24 between the CBD and Troy Ave. via Holt Rd.
- 24A between the CBD and Troy Ave. via Tibbs Ave.

35-Airport
- between the CBD and Weir Cook terminal building.

map 3



EXISTING STREET CLASSIFICATIONS

- freeway
- expressway
- primary arterial
- secondary arterial
- collector
- grade separations

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D. Existing Land Use

This section deals with land within the Indianapolis International Airport Vicinity and how it is being used. Land use is a description of what residential, commercial, recreational or industrial activities are located on a particular parcel of land. The information gained from a study of land use is used to determine existing conditions in the area.

In general terms the airport vicinity study area is mostly agricultural and vacant land with single-family residential being the next largest land use classification. Most of the commercial establishments are along Washington Street (U.S. 40) and the industrial land is located in the north-east part of the study area east of I-465. The Indianapolis International Airport, which is approximately in the center of the study area, takes up a large portion of the area as does Stout Field and the City Disposal Plant. The land use map 4 on page 13 shows the existing land use for the airport vicinity.

E. Historic Sites

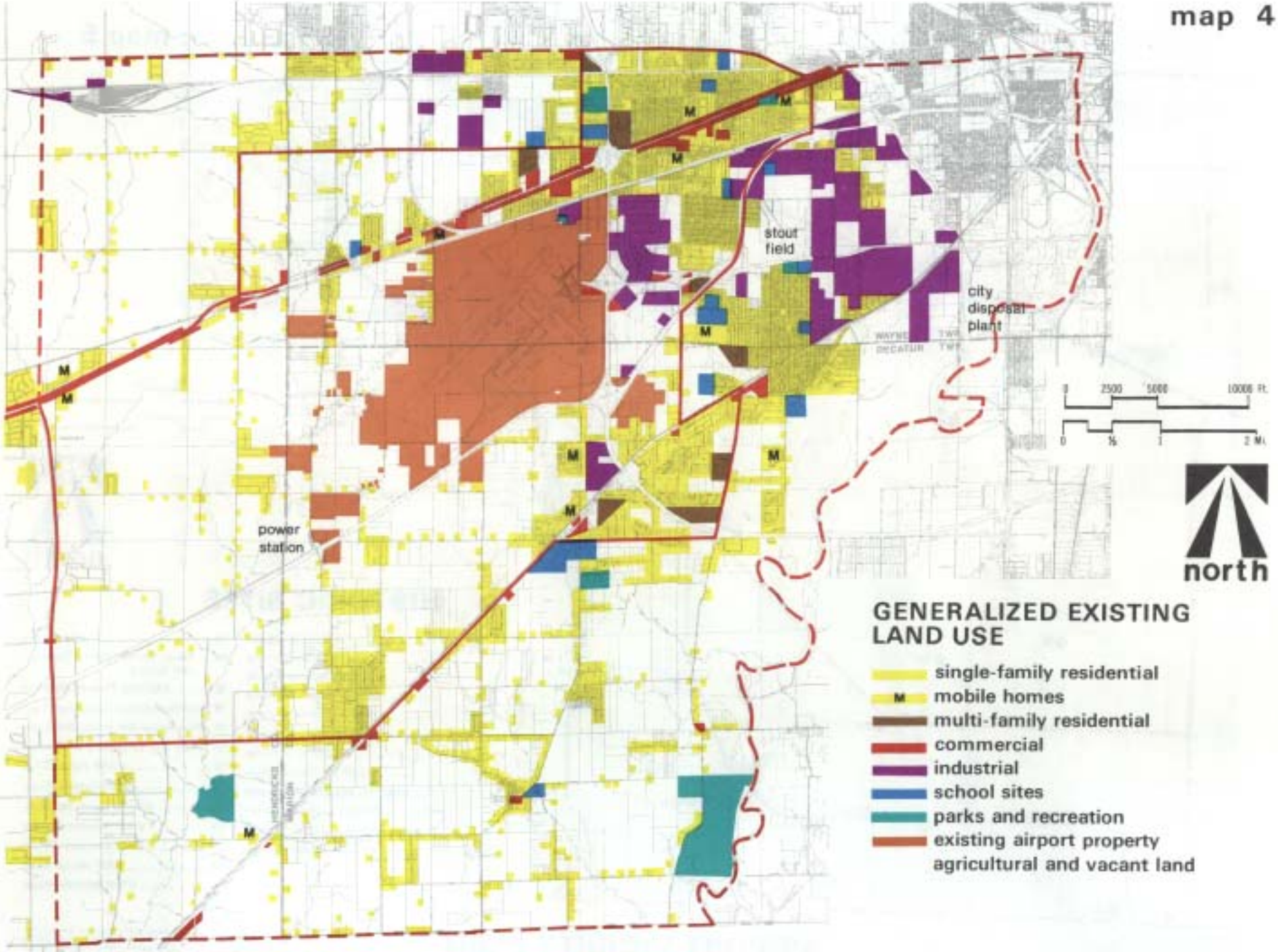
1. Marion County

The Indianapolis Historic Preservation Commission conducted a survey of the airport vicinity to identify those buildings, sites and objects which were eligible for the National Register of Historic Places. The field work was part of the County-Wide survey that the commission has undertaken. More than 40 buildings were noted and 17 were cited as eligible for the National Register, within the study area. Buildings were selected because they were representatives of the pattern of settlement, were among the oldest structures, were visual landmarks or were good examples of a particular style of architecture.

The Airport Vicinity Survey covered several historic areas: Mount Jackson; West Indianapolis, Maywood, Mars Hill, Bridgeport, Valley Mills, Camby and West Newton. The earliest of these settlements, Valley Mills, dates from 1839 and the latest, Mars Hill, from 1913. Several historic roads through the area also have been identified: the National Road (W. Washington Street), Rockville Road, E. M. Hansch Free Pike (W. Morris Street) and Mooresville Road/Spring Valley-Landerville Pike (Mann Road). These roads are important because they are the remnants of the original pattern of settlement. Many of the cited structures were found on or near one of these roads (see map 5).

These buildings designated by the survey show a range of nineteenth century building styles. Several of the buildings are unusual or excellent examples of a particular style and are unique in the county. The identified styles based on Marcus Whiffen's A Guide To The Styles are: Greek Revival, Gothic Revival, Italianate, Stick Style, Eastlake, Neo-Classic Revival, Richardsonian Romanesque, Colonial Revival and vernacular. The house at 6510 Mann Road, Assumption Catholic Church, 1117 S. Blaine Avenue and the house at 5239 W. Troy Avenue are very good examples of Stick Style, Gothic Revival and Eastlake, respectively. Some of the buildings were vacant/abandoned but still had potential for restoration; 8301 Camby Road and 6700 Ralston Road are such buildings. One house at 6041 Southport Road has already been restored. Another house at 1075 S. Tibbs, because of its location in an industrial/commercial area, would probably be better suited for re-use as offices. The York Street Day Care Center, located in a former school at 1102 York Street, is an example of this re-use of an historic structure. (see map 5)

map 4



GENERALIZED EXISTING LAND USE

- single-family residential
- M mobile homes
- multi-family residential
- commercial
- industrial
- school sites
- parks and recreation
- existing airport property
- agricultural and vacant land

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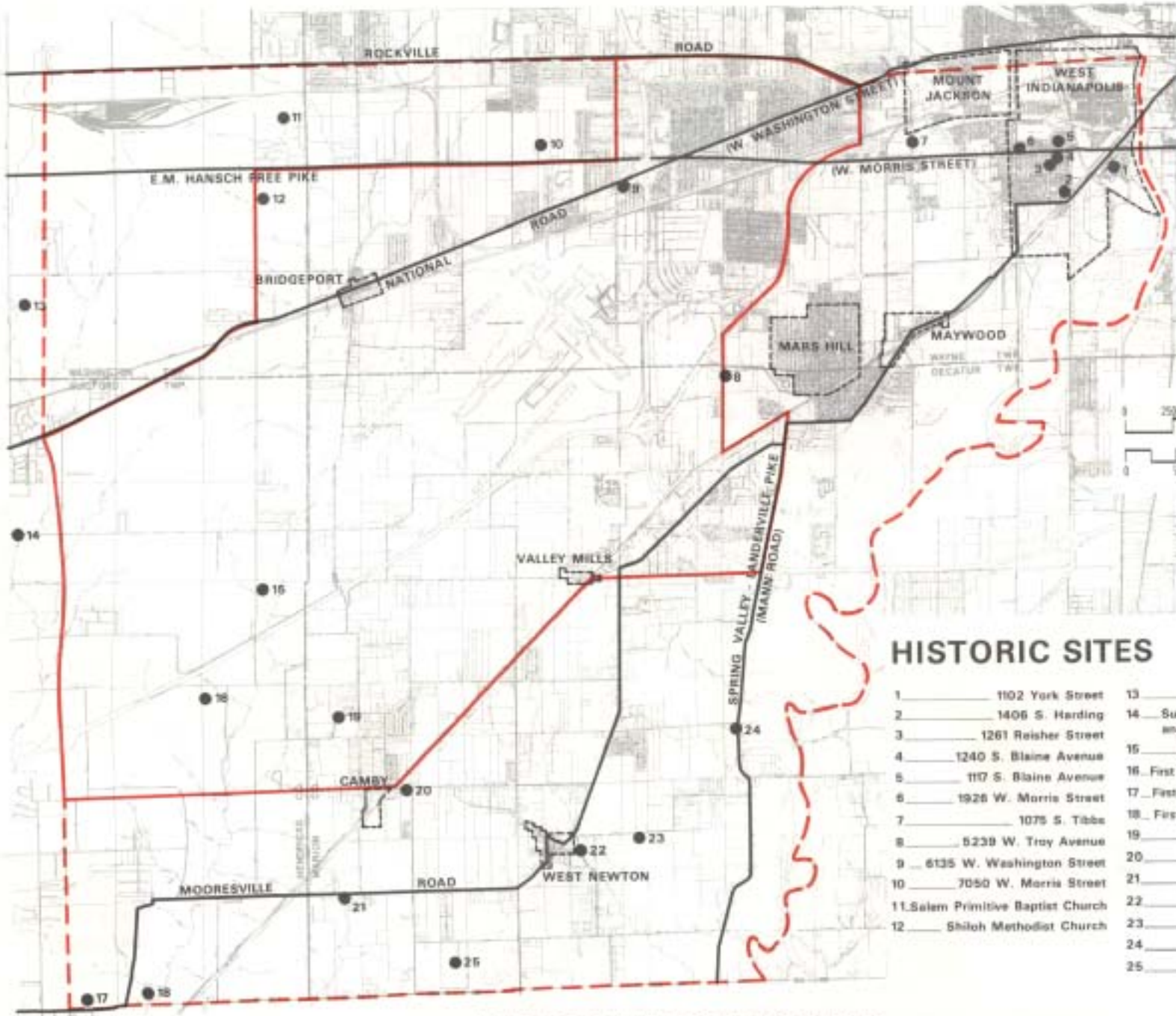
map 5



HISTORIC SITES

1. 1102 York Street
2. 1406 S. Harding
3. 1261 Reisher Street
4. 1240 S. Blaine Avenue
5. 1117 S. Blaine Avenue
6. 1928 W. Morris Street
7. 1075 S. Tibbs
8. 5239 W. Troy Avenue
9. 6135 W. Washington Street
10. 7050 W. Morris Street
11. Salem Primitive Baptist Church
12. Shiloh Methodist Church
13. Koble House
14. Sugar Grove Friends Meeting and School
15. Fairfield Friends Meeting
16. First Schoolhouse in Guilford Twp
17. First Settlement in Hendricks Co.
18. First site of Society of Friends
19. 9000 Flynn Road
20. 8301 Camby Road
21. 9047 Mooresville Road
22. West Newton School
23. 6041 Southport Road
24. 6510 Mann Road
25. 6700 Ralston Road

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It was unusual that no National Register districts were identified. Many of the buildings cited were residences but were not found in significant groups or clusters. They tended to be isolated and were probably farmhouses. Some of the town centers had buildings which were greatly altered or for other reasons were not eligible of the National Register. The area around Assumption Church and Bridgeport town center are examples of this situation.

The rest of the structures identified in the survey which are eligible for the National Register are:

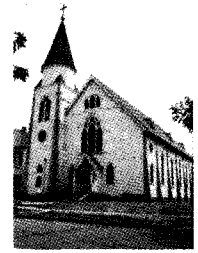
- 1240 S. Blaine Avenue
- 9000 Flynn Road
- 1406 S. Harding
- Hayworth Road, West Newton School
- 9047 Mooresville Road
- 1926 W. Morris Street, Public Library Branch No. 5
- 7050 W. Morris Street
- 1261 Reisner Street
- 6135 W. Washington

2. Hendricks County

The Historic sities in Hendricks County are.

- Salem Primitive Baptist Chruch
- Shiloh Methodist Church And Cemetery
- Koble House
- Sugar Grove Friends Meeting and School
- Fairfield Friends Meeting
- First Schoolhouse in Guilford Township
- First Settlement in Hendricks County
- First Site of White Lick Meeting of Society of Friends

3. Some of the Historic Structures in the Airport Vicinity Study Area:



Assumption Church
1117 S. Blaine Ave.
Gothic Revival

Residence
6700 Ralston Rd.
Greek Revival

Residence
1075 S. Tibbs Ave.
Italianate

Residence
8301 Camby Road
Italianate

Residence
6510 Mann Road
Stick Style

Residence
9047 Mooresville Road
Frame Vernacular

Residence
9000 Flynn Road
Colonial Revival

Residence
7050 W. Morris St
Brick Vernacular

Public Library No.5
1926 W. Morris Street
Neo-Classic

York Street Day Care Center
1102 York Street
Richardsonian Romanesque

F. Environmental Data

1. Soil Survey

The soil survey information presented in this section was obtained from the Soil Conservation Service, U.S. Department of Agriculture. A soil survey consists of a soil map and a report describing the soils and their suitabilities and limitations for specific uses. In making a soil survey, soil scientists examine soils in the field and mark soild boundaries on aerial photographs. They determine texture,* structure, chemical composition, and other properties of the individual layers of the soil and note depth of the soil, slope, stoniness, change because of erosion, and other features that effect the soil's response to management. Soil surveys are made to: 1) determine the key characteristics of the soils, 2) classify and name the soils according to a nationwide system, 3) interpret them according to their capability for use, and 4) show their distribution on maps 6.

The general soil associations for the airport vicinity study area are listed below and correspond with the generalized soil types map 6 on page .

Genesee-Shoals-Eel-Sloan: Deep, well drained and somewhat poorly drained, nearly level medium-textured soils formed in alluvium on bottom lands.

Ockley-Fox: Well drained, nearly level to moderately sloping, medium-textured and moderately fine textured soils that are to moderately deep over sand and gravel; formed in glacial outwash on outwash plains.

Rensselaer-Whitaker: Deep, very poorly drained and somewhat poorly drained, nearly level moderately fine textured and medium textured soils formed in glacial outwash on outwash plains, in sluiceways, and old lakebeds.

Miami: Deep, well drained and somewhat poorly drained, nearly level to moderately steep, medium-textured and moderately fine textured soils formed in glacial til on uplands.

Crosby-Brookston: Deep, somewhat poorly drained and very poorly drained, nearly level and gently sloping, medium-textured and moderately fine textured soils formed in glacial till on uplands.

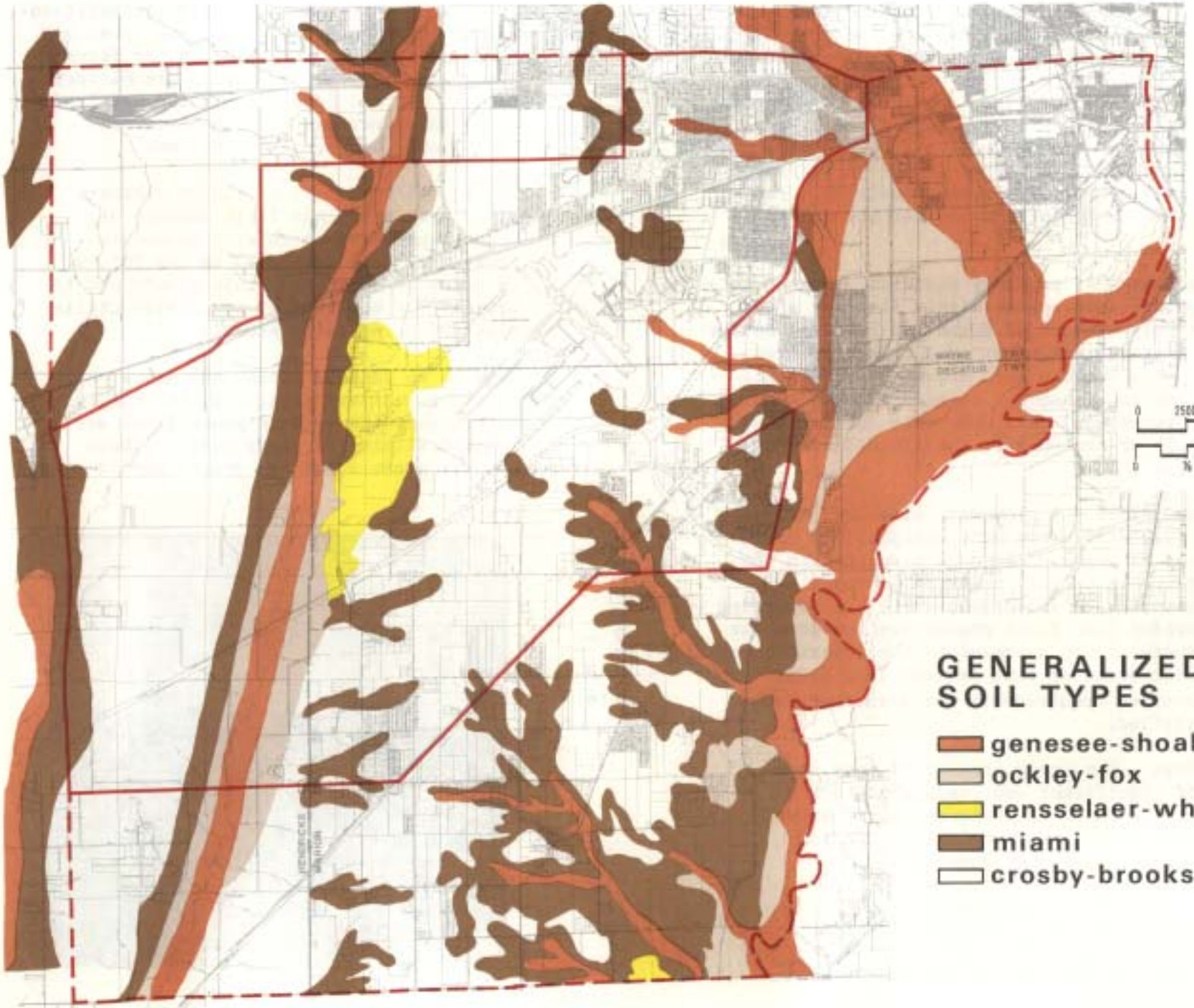
*Texture refers to the surface layer of the major soils of each association.

2. Floodways and Flood Plains

Floodways and flood plain districts as presented here are zoning districts which were initiated to restrict the amount of development which could occur in an area that floods. Within areas so designated the primary zoning classification can be applied but must conform to flood control standards and development procedures. For instance, if the primary zoning is for residential use then dwelling units must be constructed according to flood control specifications.

The floodway and flood plan districts shown on map 7 is based upon floods with 100 year frequency and correspond with flood data compiled

map 6



GENERALIZED SOIL TYPES

- genesee-shoals-eel-sloan
- ockley-fox
- rensselaer-whitaker
- miami
- crosby-brookston

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by the Indianapolis Department of Public Works, Division of Flood Control and the Indiana Natural Resources Commission. The zoning district definitions presented below are summarized versions of Zoning Ordinance 71-AO-3, Flood Controls Districts Zoning Ordinance. The summarized definitions possess no legal status and thus the adopted ordinance should be consulted for specific definitions or development controls. The summarized zoning definitions for the districts are:

a. Floodway - A secondary district designed to regulate development within floodway areas not only because of potential loss and damage to property and water quality degradation, but also because such areas comprise significant environmental corridors which should be protected. Only open uses (or necessary public or semi-public facilities) are permitted.

b. Flood Plain - A secondary district designed to regulate development within flood plain areas as above. All uses permitted in the applicable primary district (industrial, commercial, residential, etc.) are permitted provided that flood protective measures for structures are approved by the Department of Public Works or that certain land grade elevation requirements for structures are satisfied.

3. Tree Cover - The study area still possesses areas of significant woodlands which are beneficial because of their aesthetic value, their ability to absorb noise and because of the eco-systems they support.

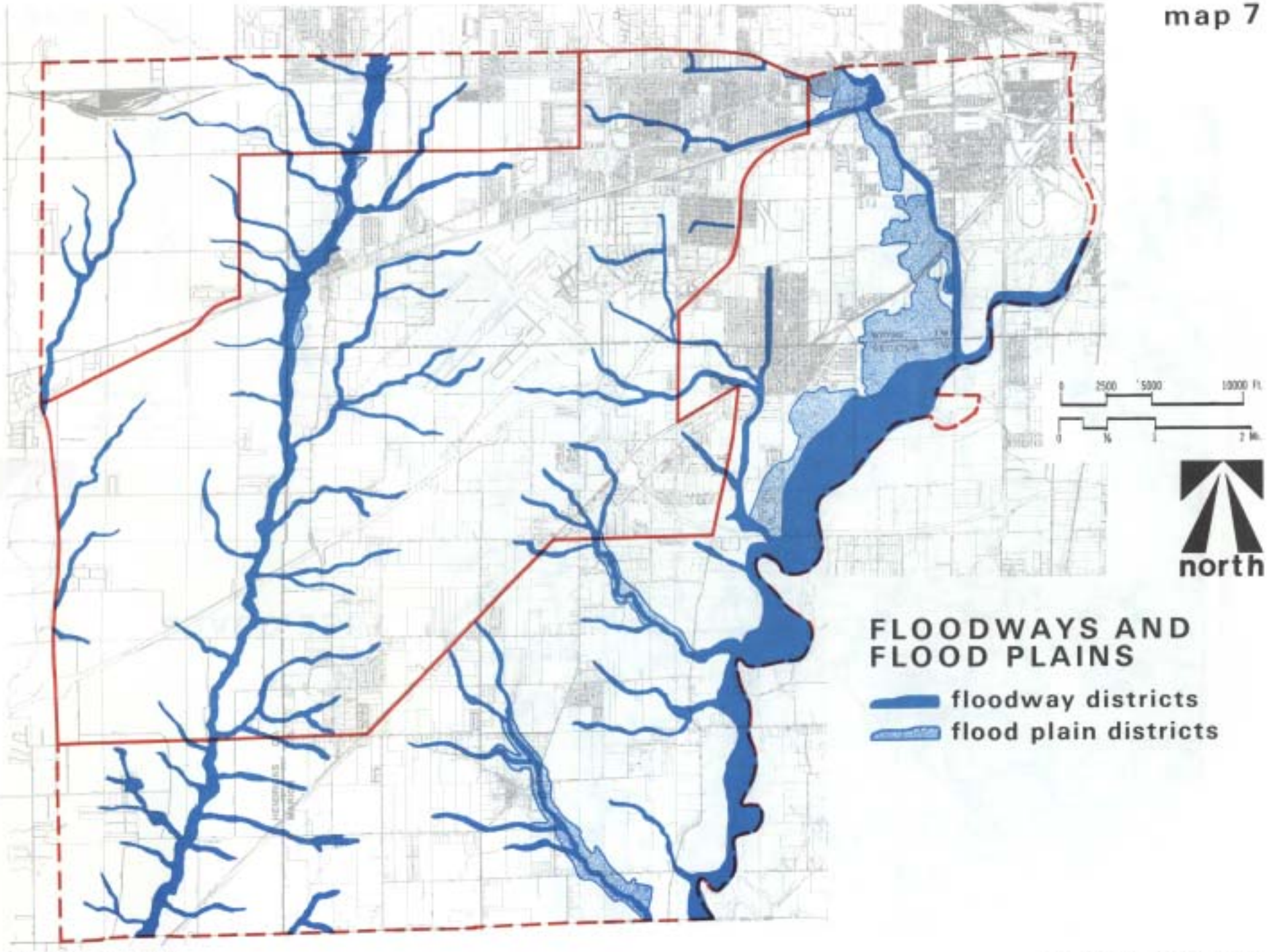
Map 8 on page 20 represented the existing tree cover areas for the airport vicinity. The trees that are found in this area are principally of the Central Hardwood Forest Group and constitute the Oak-Maple Relationship. This means that these two trees are the most dominant varieties in the forest. Along with the Oak and Maples are Hickory, Locust, Ash and Beech and in the wet land along the river can be found Sycamore, Cottonwood, Sweetgums and Willows.

4. Public Utilities - The airport vicinity study area still has large amounts of undeveloped land which will become increasingly more developed in the future. In order to accomplish this growth and to protect the environment new public utilities are going to be needed.

Map 9 on page 21 shows the areas where existing sanitary districts, interceptor sewers and high voltage power lines are located within the study area. (These are the areas where new growth should occur first.)

Figure 3. NATURAL AREA

map 7



FLOODWAYS AND FLOOD PLAINS

floodway districts

flood plain districts

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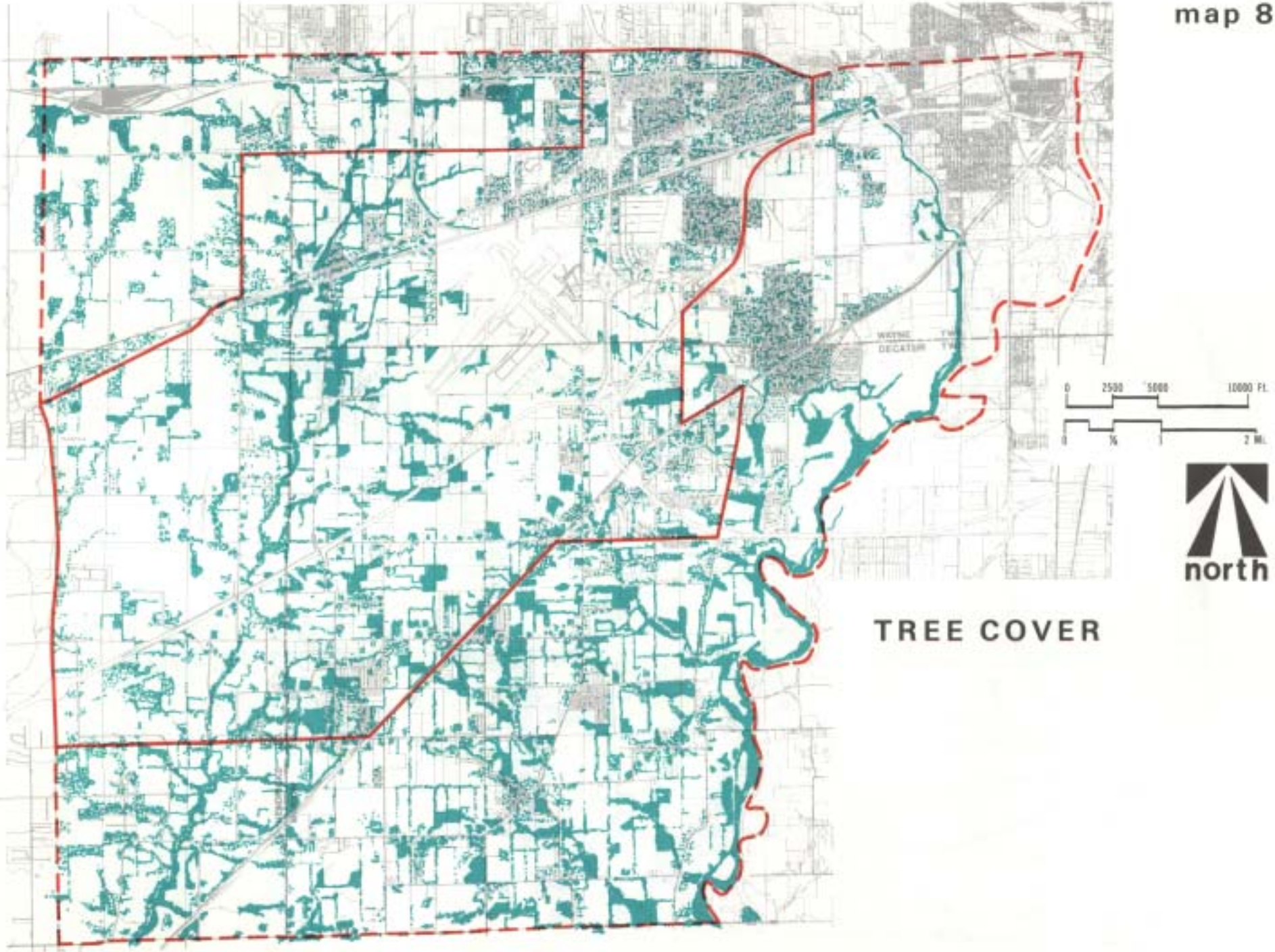
map 8



TREE COVER

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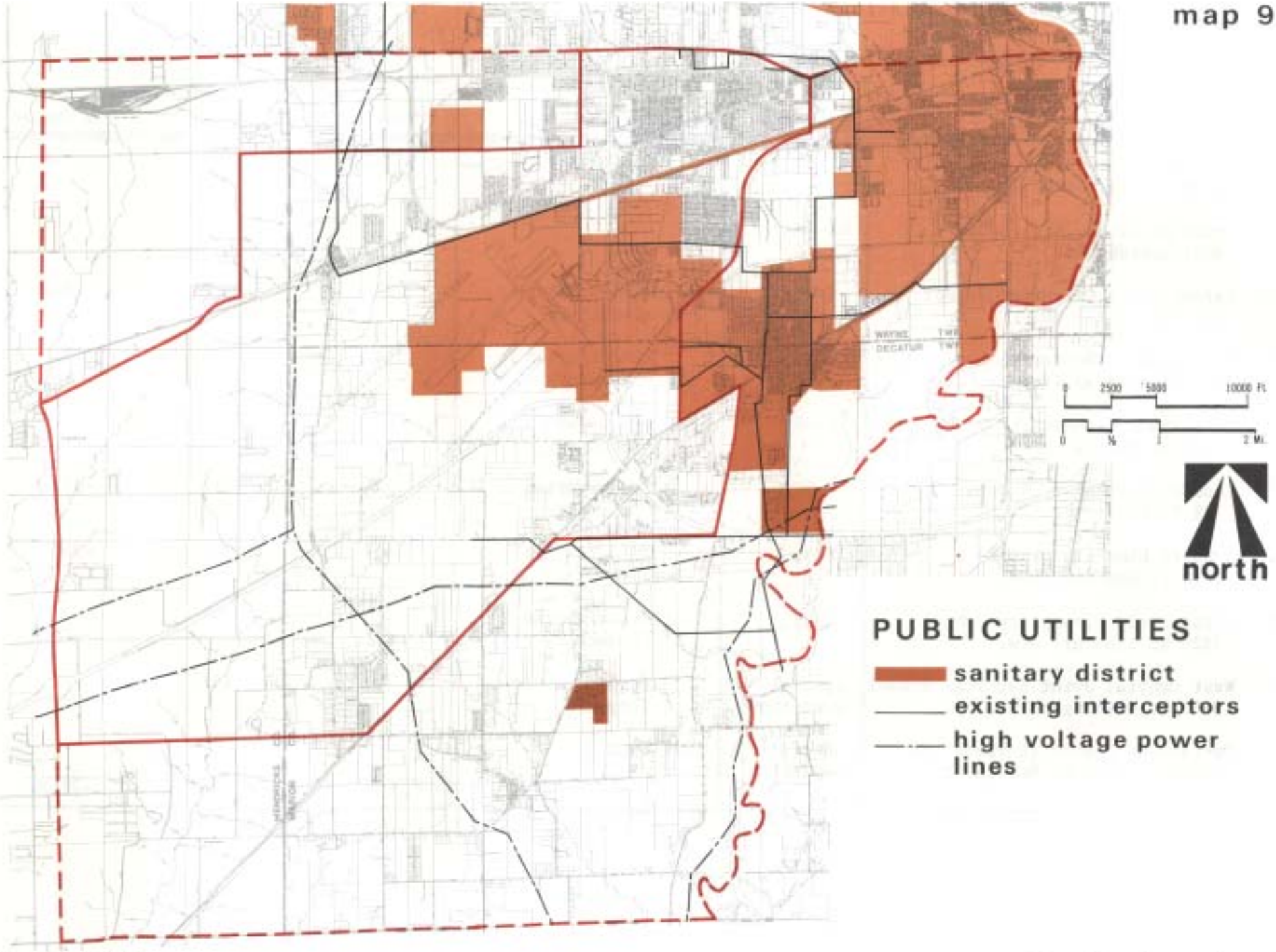
map 9



PUBLIC UTILITIES

- sanitary district
- existing interceptors
- high voltage power lines

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G. Community Facilities

1. WAYNE TOWNSHIP PUBLIC SCHOOLS

Name and Address	Grades	# of Classrooms	Enrollment Trends 1970-71	1975-76	% Change
A. Ben Davis Jr. High School 1155 S. High School Rd.	07-09	5 small (1-19) 52 regular (20-39) 4 large (40 & over)	1623	1016	-37.4
B. South Wayne Jr. High School 4901 Gadsden St.	07-09	-	-	1008	-
C. Garden City Elementary School 4901 Rockville Rd.	K-06	2 kindergarten 29 elementary	929	720	-22.5
D. Maplewood Elementary School 1643 S. Dunlap Ave.	K-06	2 kindergarten 26 elementary	814	713	-12.4
E. McClelland Elementary School 6740 W. Morris St.	K-06	2 kindergarten 28 elementary	760	724	-4.7
F. Rhoades Elementary School 502 S. Auburn St.	k-06	2 kindergarten 24 elementary	771	637	-17.4
G. Sanders Elementary School 4730 W. Gadsden St.	K-06	1 kindergarten 16 elementary	461	384	-16.7
H. Stout Field Elementary School 3820 W. Bradbury Ave.	K-06	2 kindergarten 27 elementary	-	797	-
I. West Central Joint Services School 8650 W. Washington St.	special education	7 regular 3 large	-	135	-
J. Operations Center (Careers Programs) - 4205 W. Morris St.	special education	-	-	-	-
			7,795	6,134	-21.3%

2. DECATUR TOWNSHIP PUBLIC SCHOOLS

Name and Address	Grades	# of Classrooms	Enrollment Trends 1970-71	1975-76	% Change
L. Decatur Central High School 5251 Kentucky Ave.	09-	8 small (1-19) 39 regular (20-39) 3 large (40 & over)	1395	1457	+4.4
M. Decatur Township Jr. High School 5108 S. High School Rd.	06-08	39 regular	886	1078	+21.7
N. Lynwood Elementary School 4640 Santa Fe Dr.	K-06	18 elementary	477	522	+9.4
O. Stephen Decatur Elementary School 3935 Mooresville Rd.	K-05	20 elementary	776	489	-37.0
P. Valley Mills Elementary School 5101 S. High School Rd.	K-05	21 elementary	730	489	-33.0
Q. West Newton Elementary School 7529 Mooresville Rd. West Newton	K-05	1 kindergarten 14 elementary	460	414	-10.0
			4,724	4,449	-5.8

PAROCHIAL SCHOOLS

R. St. Ann's School 2839 S. McClure St.	01-06	6 regular	1975-76 enrollment 98 1974-75 enrollment 93 enrollment dropped in the last five years, but has recently picked up.

HENDRICKS COUNTY

The total study area includes parts of the Plainfield Community School Corporation (Guilford Township) and the Avon Community School Corporation (Washington Township). However, there are no school facilities located within the Hendricks Co. portion of the study area.

3. Parks and Recreation

Name and Location	Type	Acreage	Existing Facilities
WAYNE TOWNSHIP			
Christine Oakes 4205 W. Washington St.	Micropark	2	playground equipment 1 tennis court 2 basketball goals
Stout Field Park 3820 Bradbury Ave.	Neighborhood	5	playground equipment shelter 1 softball diamond
Krannert Park & Community Center 605 S. High School Rd.	Community	22	playground equipment 3 tennis courts 2 basketball goals 3 softball diamonds 1 outdoor swimming pool community center bldg.
DECATUR TOWNSHIP			
Carson Park 5400 S. High School Rd.	Community	24	2 tennis courts 4 basketball goals 4 softball diamonds
South Westway Park 8400 S. Mann Rd.	Special Park	239	playground equipment wooded areas river frontage
South Westway Golf Course 8400 S. Mann Rd.		100	

AIRPORT

There is one "airport park" located just north of the existing terminal area, consisting of a small wooded area, parking and picnic tables.

HENDRICKS COUNTY

Friendswood Golf Course 1050 E., 775 S. Hendricks County	The first schoolhouse in Guilford Township, a building designated as a historic landmark in Hendricks County, is used as the clubhouse.

4. Fire Stations

WAYNE TOWNSHIP

Volunteer Fire Dept. Co. #3
4325 W. Washington St.

Volunteer Fire Dept. Co. #4
1237 S. High School Rd.

Volunteer Fire Dept. Co. #5
817 S. Ingomar Ave.

Volunteer Fire Dept. Co. #6
5225 W. Naomi St.

Volunteer Fire Dept. Co. #7
2527 Porter Rd.

Volunteer Fire Dept. Co. #8
2843 S. Holt Rd.

Volunteer Fire Dept. Co. #14
1402 S. Tibbs Ave.

DECATUR TOWNSHIP

Volunteer Fire Dept. Station #1
5147 S. High School Rd.

Volunteer Fire Dept. Station #2
Eleanor St., West Newton

Volunteer Fire Dept. Station #3
6600 Ratliff Rd. Camby

AIRPORT FIRE DEPARTMENT

A new safety facility is located near the tower area of the airport.

5. Community Centers

Krannert Community Center
605 S. High School Rd.

Mars Hill - Drexel Gardens Multi-Purpose Center
5245 W. Regent St.

6. Libraries

Marwood Branch Library
3373 Kentucky Ave.

Wayne Branch Library
7341 Rockville Rd.

7. Other

Bridgeport Masonic Lodge F. & A.M. No. 162
8400 W. Morris St.

Lynhurst Masonic Lodge F. & A.M. No. 723
1239 S. Lynhurst Dr.

8. Churches

1. Apostolic Bible Church
   4825 W. Beecher St.
2. Faith Chapel Church
   641 S. Fleming St.
3. Trinity Chapel Assembly of God Church
   4818 W. Raymond St.
4. Bridgeport Baptist Temple
   614 S. Bridgeport Rd.
5. Central Baptist Church
   9039 W. Washington St.
6. Cloverleaf Baptist Chapel
   616 S. Mickley Ave.
7. First Baptist Church
   8700 W. Washington St. Bridgeport
8. Friendswood Baptist Church
   7901 Kentucky Ave.
9. Good Shepard Baptist Church
   Trotter Rd. Camby
10. Grace Baptist Church
    8800 W. Washington St. Bridgeport
11. Hope Baptist Church
    3950 Mooresville Rd.
12. Lynhurst Baptist
    1250 S. Lynhurst Dr.
13. Mars Hill Baptist Bible Church
    2601 Denison St.
14. Marwood Baptist Church
    3940 Mann Rd.
15. Mt. Pleasant Baptist Church
    6341 Mann Rd.
16. New Testament Baptist Church
    4900 Rinehart Ave.
17. New Testament Missionary Baptist Church
    1050 E., 275 S. Hendricks Co.
18. Oak Park Baptist Church
    1503 S. Tibbs Ave.
19. Pleasant Heights Baptist Church
    5439 Seerly Rd.
20. The Baptist Church
    1528 Lucerne Ave.
21. West Parkview Baptist Church
    7337 Nt. Herman Ave.
22. Ben Davis Christian Church
    701 S. High School Rd.
23. Beulah Christian Church
    4900 Melrose Ave.
24. Drexel Garden Christian Church
    2200 S. Beulah Ave.
25. Fleming Garden Christian Church
    530 S. Taft Ave.
26. Garden City Christian Church
    5201 Rockville Rd.
27. Mars Hill Church of Christ
    2659 S. Lockburn St.
28. Mars View Christian Church
    3101 S. Holt Rd.
29. Valley Mills Christian Church
    5555 Kentucky Ave.
30. Church of God of Mars Hill
    3102 S. McClure St.
31. Rainbow Acres Church of God
    County Line Rd. and Rockville Rd.
32. The Church of God of Prophecy
    6509 Valley Mills Rd.
33. West Washington St. Church of God
    4200 W. Washington St.

34. Camby Community Church
Camby Rd. Camby
35. First United Evangelical Church
2916 Morresville Rd.

36. Bridgeport Friends Church
Raceway Rd. Bridgeport
37. Evangelical Center Friends Church
1060 E., 450 S. Hendricks Co.
38. Fairfield Friends Meeting Church
1050 E., 700 S. Hendricks Co.
39. Valley Mills Friends Church
6735 W. Thompson Rd. Valley Mills
40. West Newton Friends Church
6800 Mooresville Rd.

41. Salem Park Church - Independent
Holiness - 602 S. Fuller Dr.
42. Weslayen Holiness Church
5000 Minnesota St.

43. Jehovah's Witnesses - Airport Unit
4850 Martha St.

44. Faith Lutheran Church
711 S. High School Rd.
45. Grace Lutheran Church and Sunday
School - 24 S. Lynhurst Dr.
46. St. Stephen's Lutheran Church LCA
3455 Mann Rd.

47. Bridgeport Nazarene Church
8805 W. Washington St. Bridgeport
48. Church of the Nazarene
Camby Rd. Camby
49. Mars Hill Church of the Nazarene
3909 S. Lynhurst Dr.
50. Westbrook Church of the Nazarene
821 S. Denniston St.

51. Charity Temple
2700 S. Tibbs Ave.
52. Bethal Faith Temple
437 S. High School Rd.
53. West Newton Full Gospel Tabernacle
7860 Mooresville Rd.

54. St. Ann's Catholic Church
2850 Holt Rd.
55. St. Joseph's Catholic Church
1401 S. Mickley Ave.

56. Aldersgate Methodist Church
5340 Mooresville Rd.
57. Aldersgate United Methodist Church
5335 W. Hanna Ave.
58. Bridgeport United Methodist Church
1305 Bridgeport Rd.
59. Mt. Olive United Methodist Church
1449 S. High School Rd.
60. West Newton United Methodist Church
Camby Rd. Camby

Source: 1975 Indianapolis Telephone Directory, Yellow Pages
(p. 265 through 271)

9. Health

HOSPITALS

There are no hospitals located within the Total Study Area.

The nearest hospitals are:

Indiana University Hospitals
1100 W. Michigan
Indianapolis, Indiana

Wishard Memorial Hospital
960 Locke Street
Indianapolis, Indiana

Veterans Hospital
1481 W. 10th Street
Indianapolis, Indiana

Hendricks County Hospital
Highway 36 East
Danville, Indiana

GENERAL PRACTITIONERS

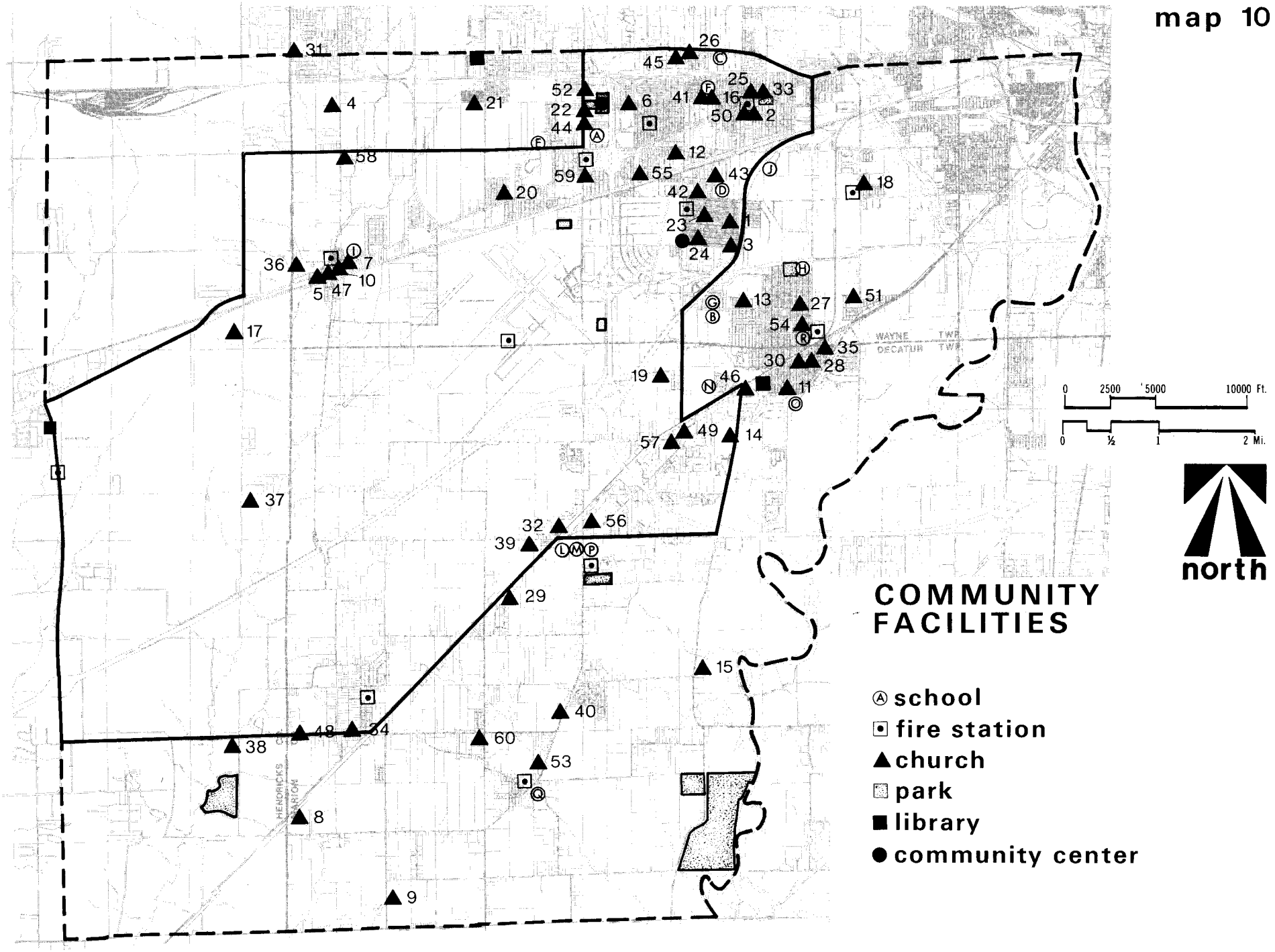
1972	Total GP in Private Practice	Area Population	Area Population per GP in Private Practice
Indpls.,/Marion Co.	188	792,299	4,214
Total Study Area (including N. side of Rockville Rd.)	9 (5 not accepting new patients)	54,000	6,000

Source: Survey of General Practitioners in Marion County: Number and Location of Offices in April, 1972. by the Metropolitan Health Council of Indianapolis and Health Services Management Corp.

1975	Total GP in Private Practice
Marion County Total Study Area (including N. Side of Rockville Rd.)	5
Hendricks County Total Study Area	2 in Plainfield

Source: 1975 Indianapolis Telephone Directory, Yellow Pages. (p. 728 and 729)

map 10



Airport Vicinity Plan

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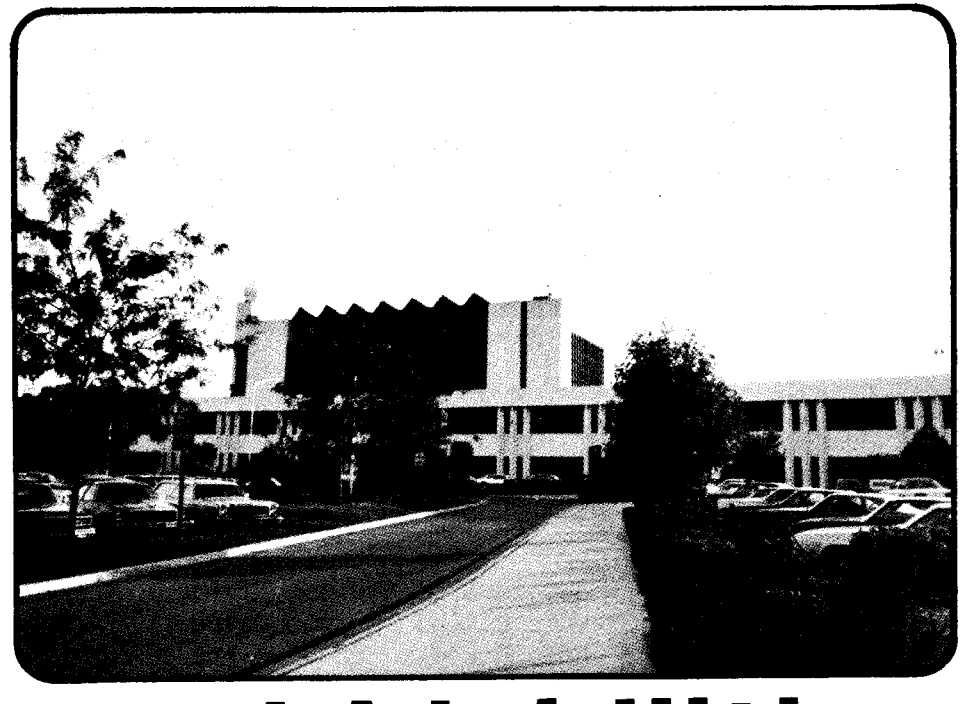


Assets and Liabilities

section three

Assets and Liabilities

This list was compiled from steering committee and public meetings held in the study area. The mere fact that large numbers of people are living in the area indicates that this section of Indianapolis has numerous assets which must be preserved. On the other hand, the fact that a vicinity plan is needed also signifies that there are numerous liabilities that must be identified and dealt with. The following is a list of general assets and liabilities for the airport vicinity.

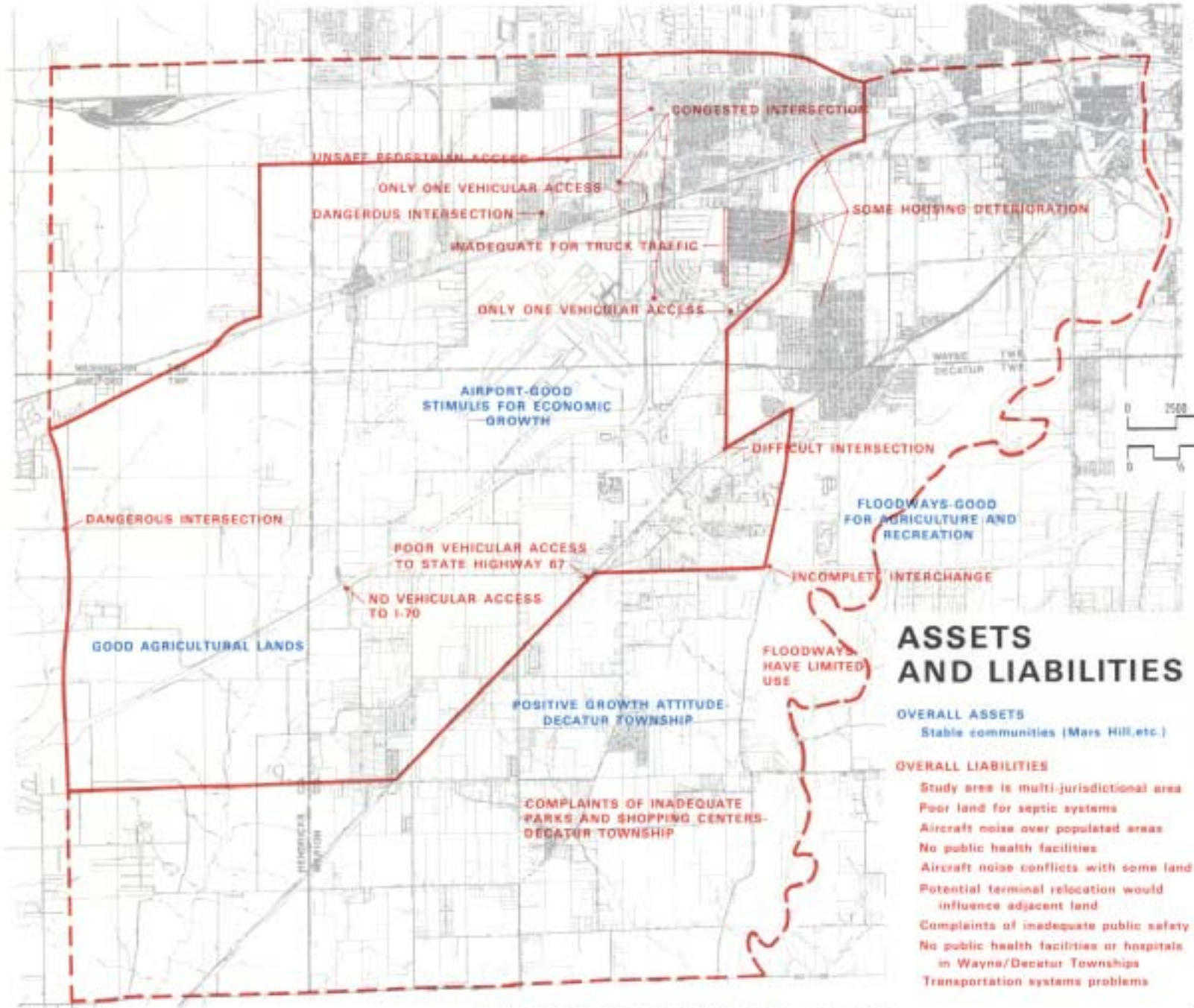
1. Assets

   a. Good agricultural lands within the area.
   b. "Thumbs up" attitude for growth in Decatur Township.
   c. Airport acts as good stimulus for economic growth.
   d. Regional sewer/water district proposed - Washington Township in Hendricks County.
   e. Stable residential community in Mars Hill area and others.
   f. Floodways provide areas for urban conservation, parks and agriculture uses.

2. Liabilities (Problems)

   a. Overall
      Primary - secondary study area encompasses a multi-jurisdictional area.
   b. Land Use Planning
      a. Floodways limit development because of the development controls placed on these areas.
      b. Aircraft noise conflicts with some existing and or potential land uses.
      c. Most of the land in the study area is poor for septic systems.
      d. Airport Master Plan has identified the possibility of relocating the terminal. This terminal relocation would strongly influence adjacent land use at the proposed I-70 and Bridgeport Road Interchange
      e. Inadequate shopping facilities in Decatur Township.
      f. Inadequate parks in Decatur Township.
      g. Master plan for Hendricks County shows the eastern third of the county to be ultimately developed into a residential area. This area will be impacted by noise pollution from the airport.
   c. Transportation Systems
      a. Poor access to I-70 in the southwest portion of the county.
      b. Airport Master Plan eliminates Country Club Road as a proposed north-south arterial.
      c. Poor access to industrial area (west of I-465 and Highway 67).
      d. Mann Road at I-465 does not provide access and egress to all traffic flows.
      e. Congested intersection at Washington Street and High School Road, and at the Airport Expressway amd I-465 Interchange.
      f. Dangerous intersection at: Washington Street and Banner Avenue and at Stafford Road and New State Road 267.
      g. South Lynhurst Drive between Kentucky Avenue and Rockville Road is for the most part inadequate for truck traffic.
      h. Difficult intersection at Lynhurst Drive and Kentucky Avenue.
      i. Unsafe pedestrian access from McClelland Elementary School to apartment development to the south and children are using railroad viaduct to get from the east side of I-465 to Krannert Park.
      j. Only one exit/entrance for neighborhood: southwest corner of Washington Street and I-465; southwest corner Airport Expressway and I-70.
      k. The underpass on South High School Road north of State Highway 67 is narrow and has a very low clearance. This limits good access to a small industrial pocket.
   d. Capital Improvements and Programs
      a. Much of the area is not served by interceptor sewers.

map 11



ASSETS AND LIABILITIES

OVERALL ASSETS

Stable communities (Mars Hill,etc.)

OVERALL LIABILITIES

- Study area is multi-jurisdictional area
- Poor land for septic systems
- Aircraft noise over populated areas
- No public health facilities
- Aircraft noise conflicts with some land use
- Potential terminal relocation would influence adjacent land
- Complaints of inadequate public safety services
- No public health facilities or hospitals in Wayne/Decatur Townships
- Transportation systems problems

AIRPORT VICINITY PLAN

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b. Complaints of over flight and run-up aircraft noises.
c. Older, completely developed residential areas are experiencing some housing deterioration.
d. Transportation system problems.
e. Inadequate public safety services in some areas.
f. No hospitals or public health centers in the area.

Planning Guidelines

section four

A. Goals and Operational Objectives

1. Goal
   Provide long range guidelines and options for the orderly growth and development of the area around the airport.

2. Operational Objectives
   a. Overall
      Identify and forecast future growth potentials. Develop planning coordination and implementation strategy.
   b. Land Use Planning
      Recommend land use that will adequately support projected development. Recommend a land use plan that emphasizes compatible land use relationships. Recommend re-use of developed land where highly incompatible land use conflicts exist. Recommend areas that may need to be acquired because of aircraft noise. Recommend a land use plan that makes maximum use of available resources.
   c. Transportation Systems
      Recommend thoroughfare improvements that will adequately support recommended and existing development and alleviate troubled intersections. Recommend any need for an Airport/Downtown rapid transit system. Recommend pedestrian circulation improvements.
   d. Capital Improvements and Programs
      Analyze and project need for the following services as they relate to airport, industrial, residential and commercial development:

Parks	Fire Service	Libraries
Utilities	Health Centers	Community Centers
Schools		
Public Safety		

      Recommend programs in settled areas to alleviate deteriorating housing, poor drainage, aircraft noise and traffic problems. Recommend development controls in undeveloped areas affected by airport operations. Make recommendations on run-up areas for aircraft and other noise abatement programs. Recommend actions on environmental findings of Technical Memorandum. Recommend rezoning action where appropriate. Recommend implementation strategy which will include the timing and cost of capital improvements (i.e., transportation, parks, etc.).

B. Basic Planning Principals

Theoretically, the metropolitan area is a complex system made up of smaller communities. A community is a large area that may provide high schools, parks, and shopping centers. Each community consists of several neighborhoods. The neighborhood provides elementary schools, small parks and small commercial areas. A neighborhood may be centered around one or more of these services. Neighborhoods may also be identified by social or ethnic ties that are unique to that particular area. Facilities located within the residential areas should be of a size that will adequately support the population and its demands within the area. The smaller facilities ideally will be located within the neighborhood. The larger ones are located within the community. Major facilities such as government office headquarters ideally will be located centrally within the county to be accessible to the entire metropolitan area. (A graphic example of the metropolitan system can be found on figure 4.)

In order for the metropolitan area to function adequately, each of its units (communities and neighborhoods) must operate properly. The community must provide adequate services to the neighborhoods within it and each neighborhood must provide the needed services to the people within its area.

One of the major factors determining the successful func-

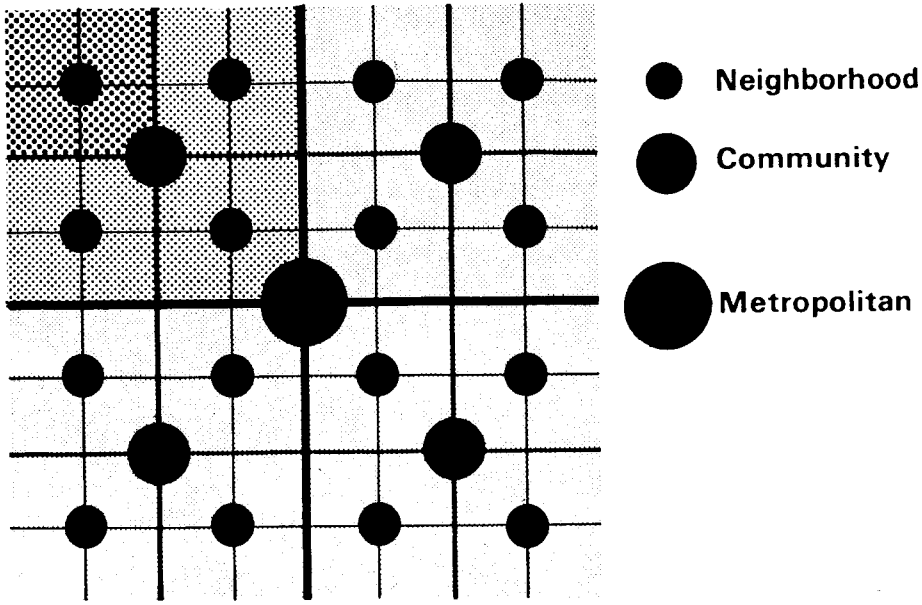


Figure 4. METROPOLITAN SYSTEM

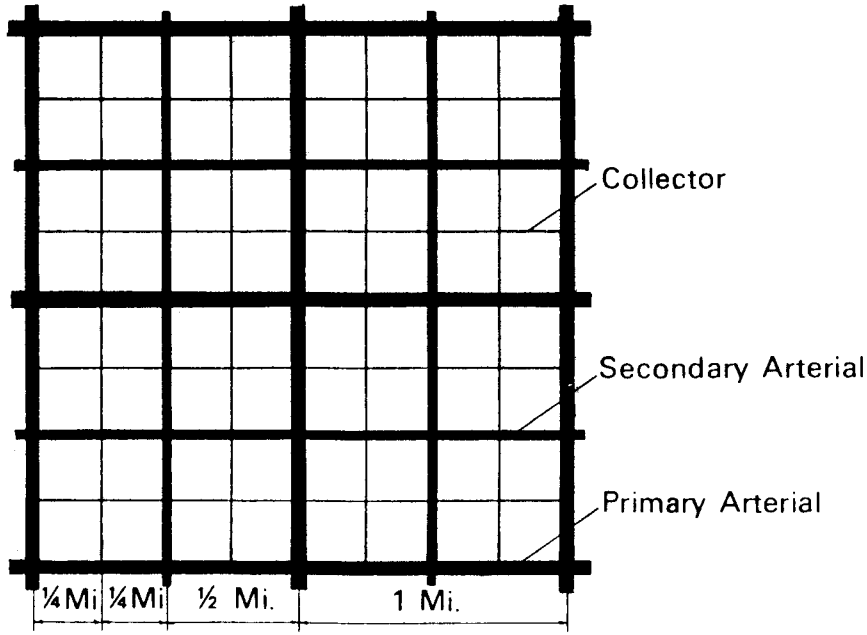


Figure 5. COMMUNITY TRANSPORTATION SYSTEM

tioning of the metropolitan area is the transportation which should provide adequate access to each neighborhood and community within the metropolitan area. The amount of services and access provided, ideally, is directly related to the population of the area and the services demanded. Freeways and interstates are designed to serve the entire metropolitan area; arterials provide service to the communities, collectors connect different areas of the community and local streets are designed to serve the neighborhood within the community. Through this system every neighborhood and community is served by the larger unit and each neighborhood and community functions as a part of the metropolitan area. A graphic example of a community transportation system is on figure 5.)

1. General Planning Guidelines for Small Area Studies

The Indianapolis Regional Transportation and Development Study describes basic principles for small area studies:

a. Wherever practicable each neighborhood should provide a variety of housing types in balance with the economic and social nature of the community in which it is located.

b. Housing types sufficient to assure economical use and support of a regular complement of neighborhood facilities and services should be provided.

c. Each neighborhood should have a school preferably within walking distance of all portions of the area. Schools in the neighborhood may be used for community meetings or neighborhood recreational facilities. The elementary school should not be located near streets carrying heavy traffic.

d. A well equipped playground should adjoin each elementary school.

e. Each neighborhood should have a park which is commensurate in size and design with the population of the area. In most instances parks should adjoin school playgrounds in order to achieve maximum effectiveness.

f. Each neighborhood should contain, or have access to a local shopping center of sufficient size for daily shopping needs of residents but not so large as to draw traffic from beyond the adjoining neighborhoods. The neighborhood shopping center should be accessible from a collector or local street.

g. The freedom and safety of pedestrian movement within neighborhoods should be maintained through provision of safe pedestrian and cycling paths.

h. The need for access to all property, especially for emergency vehicles, should be accommodated in the design of the internal street system.

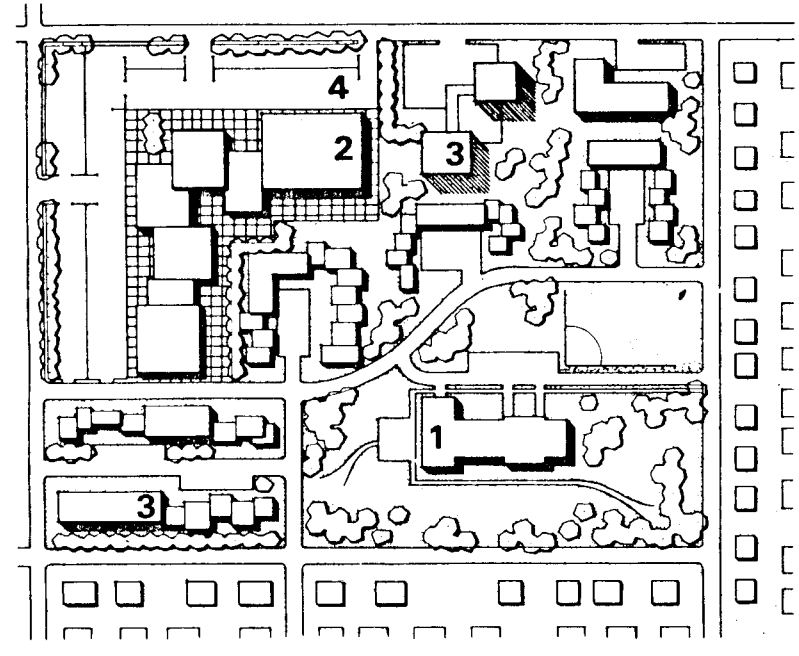
i. Through-traffic should be routed around neighborhoods on suitably designed through routes. The planning of neighborhood transportation and land uses should include the improvement and protection of the efficiency of bordering through routes.

2. Separation of Land Uses

Incompatible land uses should be separated by the use of open space, other compatible land use or landscaping. For example, a commercial establishment such as a supermarket will tend to generate large amounts of pedestrian and vehicular traffic. This tends to be undesirable when built next to a residential area. An office building separating these two land uses will cut down the amount of pedestrian and vehicular traffic that surrounds the residential area.

3. General Planning Concepts: Activity Cluster or Nodal Concept

An activity cluster is a group of similar or complementary land uses grouped together to form an area of intense land use. Usually an activity cluster or node will be located in the center of the largest area population density. The population density will be higher near the activity cluster and will decrease as the distance from the cluster increases. An activity cluster is usually the focal point around which other land uses within the sub-area develop. A sub-area may contain more than one activity cluster. (A graphic example of an activity cluster is on figure 6.)



1 SCHOOL
2 SHOPPING
3 RESIDENTIAL / MULTI-FAMILY
4 PARKING

Figure 6. ACTIVITY CLUSTER CONCEPT

3. Transportation

A transportation system should allow people and goods to move safely and efficiently from place to place. In addition, it must provide service to the adjacent land use and the entire sub-area.

a. A transportation system should consist of several classifications of thoroughfares. Each provides a particular service.

a. Primary arterial
b. Secondary arterial
c. Major collector
d. Minor collector
e. Special - bikes, walking

b. A sub-area should have bounding streets that help maintain the identity and integrity of the neighborhood.

c. An adequate public mass transit system should provide efficient connection to all areas within the sub-area and to major centers of activity throughout the county.

d. Public transportation routes should relate to the population and the nature of the land use it serves. This means that public transit should provide adequate access to areas of high activity and population, but at the same time bus stops should be of minimal walking distance, and park and ride stations should be near, residential areas.

e. The capacity of traffic routes should be directly related to the intensity of land use in the area. If an area has land use that creates heavy traffic, that area should have major streets to handle the traffic. For areas where heavy traffic is not generated, local streets may prove adequate.

4. Residential

The location of residential areas should provide convenient access to employment centers, large recreation facilities, transit, and transportation routes that provide further access to the previously mentioned facilities.

a. The residential areas should be separated from large volumes of traffic and from incompatible uses such as heavy industry or large commercial areas.

b. Residential areas should be protected from noise, pollution and safety hazards.

c. The stability of healthy neighborhoods should be maintained.

d. Residential areas should be in close proximity to public facilities.

e. Residential areas should provide a variety of housing types so that a choice of housing types and densities is available.

5. Commerce and Business

There are several types of commercial areas which may serve or influence a community. These commercial areas are identified in the following manner:

a. Central Business District. The central business district is the largest business and commercial area in the city. A complete array of services and merchandise is provided.

b. Regional Center. A regional center can most easily be identified as a shopping center. It usually consists of 50 to 100 stores. Examples of these centers can be seen throughout the county in Glendale, Greenwood, Lafayette Square, or Castleton Square. A regional center generally serves an 8 to 24 mile radius.

c. Community Center. This type of center carries convenience goods and merchandise assortments. The choice is confined to the most popular goods and prices.

d. Neighborhood Center. This shopping area provides goods to the area immediately surrounding it. Usually residential areas are within walking distance or a close driving proximity.

An example of a neighborhood cluster is shown on Figure 7.

It is important that the functions of these commercial areas be coordinated so that very little overlap of functions and services occur. Following are some general guidelines for commercial development.

a. Commercial areas should be located on arteries or collectors with access from all parts of the sub-area.

b. Adequate off-street parking should be provided for commercial areas wherever possible.

c. Commercial areas should be properly separated from residential areas.

d. Proper spacing of commercial areas is necessary to avoid overlapping of trade areas in adjacent communities.

e. Commercial areas are usually the focal point around which new development starts. The location of commercial areas should be selected so as to guide the development in the desired manner.

A graphic example of how off-street parking might be provided for commercial areas is shown on Figure 8.

6. Industry

Industry is the major contributor to the economic base of the metropolitan area. The coordination of industrial development with the residential community is essential to the future quality of both of these major land uses. Industrial and residential facilities are not normally compatible when placed in adjacent loca-

Figure 7. NEIGHBORHOOD CLUSTER

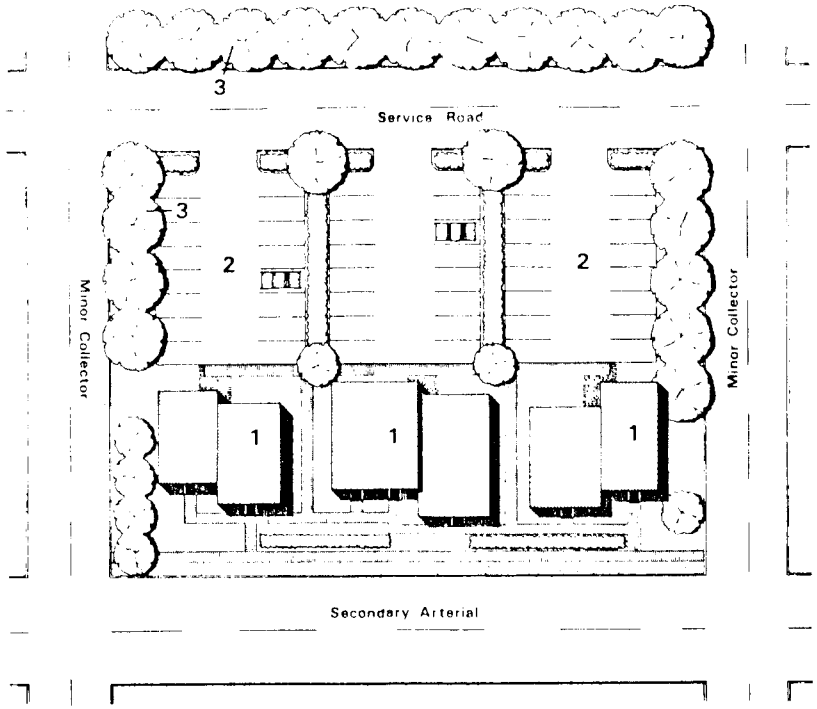


Figure 8. OFF-STREET PARKING FOR RETAIL DISTRICTS

tions; therefore, it is necessary that this situation be avoided whenever possible. The following guidelines for industrial development and planning are suggested.

a. Ideally, industry should be located on the edge or periphery of the residential neighborhood.

b. Existing industry that is adjacent to residential areas should be buffered by landscaping and screening whenever possible.

c. Locations of industrial areas should provide adequate access to public utilities.

d. Industrial areas should have adequate access to major thoroughfares and highway linkups. In addition, there should be adequate routes for employees traveling by car.

e. Whenever possible, industry should have adequate access to railroad lines. See Figure 9.

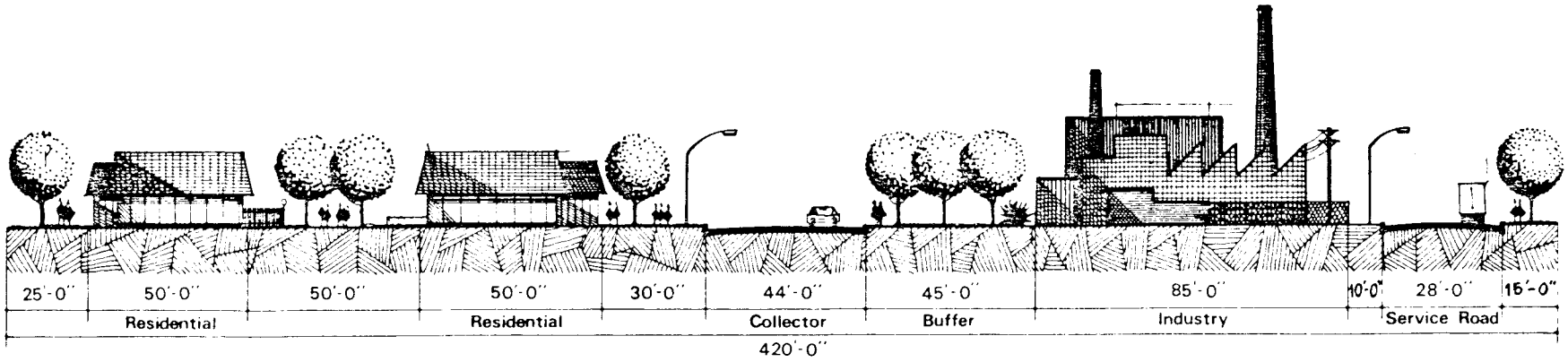
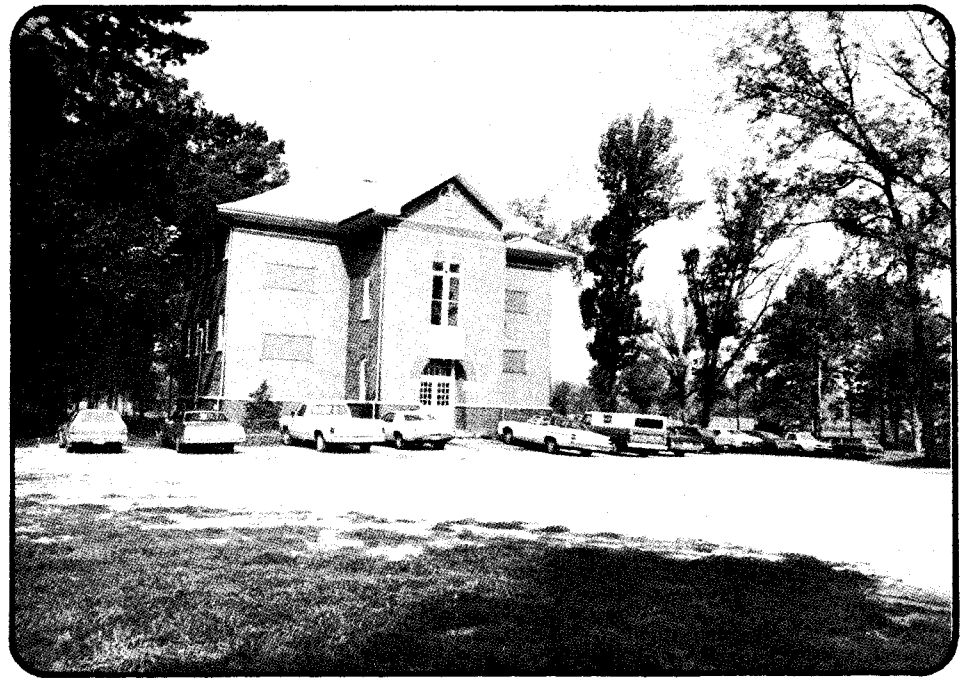


Figure 9. TYPICAL SECTION--PLANNED INDUSTRIAL DEVELOPMENT



Planning Recommendations

section five

A. Land Use Proposal (see map 12)

1. Introduction

The proposals presented in this section are directed at the use of the land in the airport vicinity for the next twenty years. The operational objectives for guiding the land use recommendations are:

- A land use plan that will adequately support projected development.
- A land use plan that emphasizes compatible land use relationships.
- Re-use of developed land where highly incompatible land use conflicts exist.
- A land use plan that makes maximum use of available resources.
- Areas that may need to be acquired because of aircraft noise.

2. Residential Recommendations

Residential land use is classified in the vicinity plan on the basis of type and density of use expressed in terms of dwelling units per gross acre (d.u./a.) which correlates with the densities of the dwelling zoning districts.

a. 1-2 Units/Acre, The "Suburban" Classification.

This residential land use classification is used for: Major concentrations of land that are either committed for development or are being used at the density of 1-2 units/acre, proposed developments in areas that have extreme topography that require low densities, or areas which there are currently no committed plans to serve with public facilities (e.g. sanitary sewers).

The residential land that is recommended for "Suburban" (1-2 units/acre) classification is designated in yellow on the land use plan, map 12 , and covers the following areas:

1. Marion County, Wayne Township
   - The land southeast of Interstate 70 and Rockville Road.
   - The land south of Rockville Road between Urman Avenue and High School Road.
   - The land south of Rockville Road, west of Bridgeport Road, north of Fullen Drive, and east of the Marion-Hendricks County line.

   Decatur Township
   - The one-fifth of the entire southern part of the county.

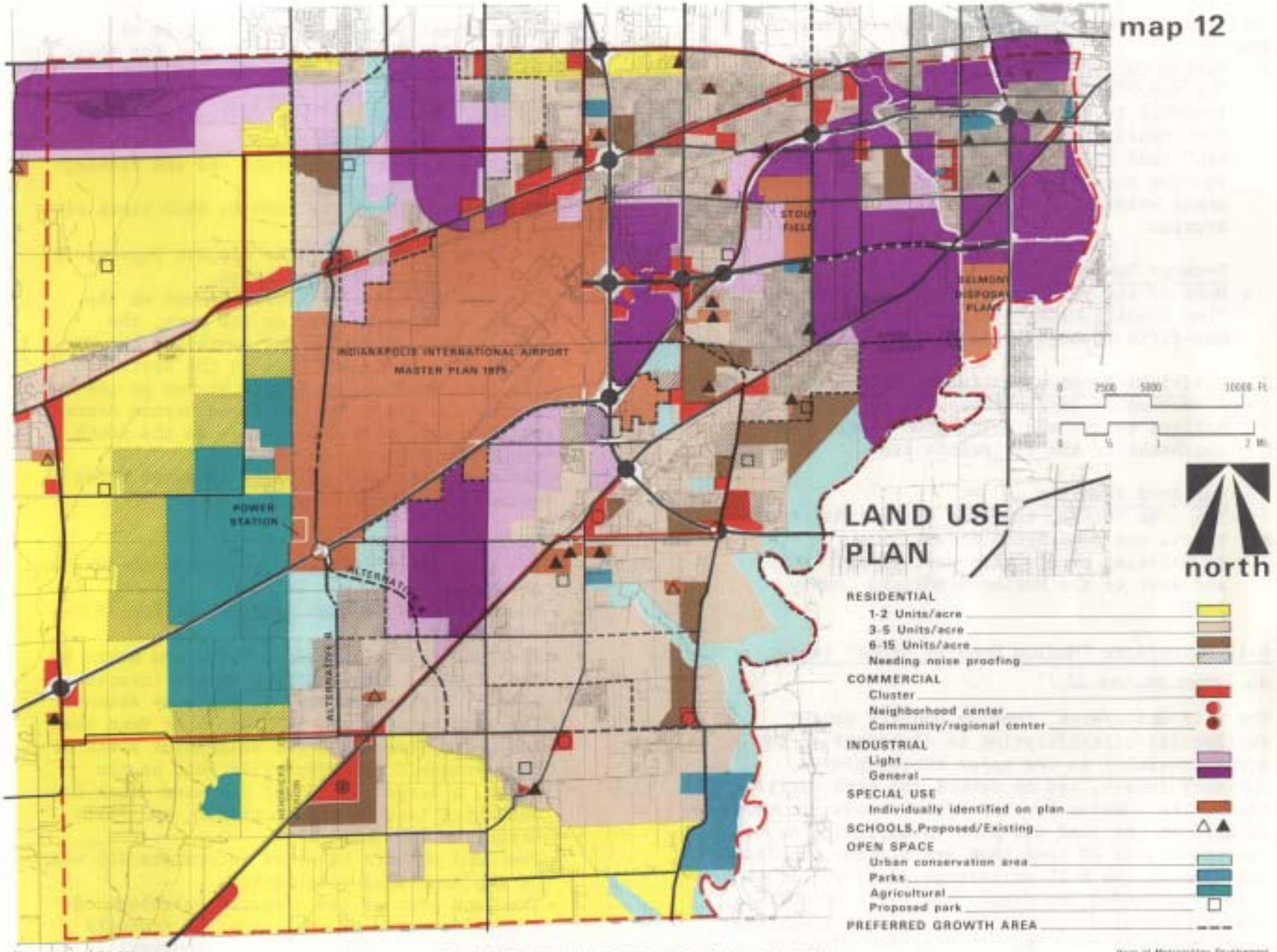
2. Hendricks County, Washington Township
   - All the land encompassed in the area south of Morris Street, west of the Marion-Hendricks County line, north of the Washington-Guilford Township line and east of the study area boundary.

   Guilford Township
   - All the residential land in Guilford Township that is within the study area is recommended 1-2 units/acre residential except, the area between the Penn Central Railroad tracks and Washington Street and an existing subdivision west of the Marion-Hendricks County Line.

b. 3-5 Units/Acre, The "Low Density Urban" classification (shown in lt. brown on Map 12).

The "Low Density Urban" residential land use classification represents two different application of density. First, it designates major concentrations of land that are committed and used. Second, it designates proposed development in areas that do not have the physical constraints present in the "Suburban" classification area, and are served or are committed to be served by sanitary sewers. The residen-

map 12



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tial land recommended for "Low Density Urban" are:

1. Marion County, Wayne Township
   - The majority of the residential land in the Township is recommended 3-5 units/acre, "low density urban, except for the "suburban" land use discussed in the previous section and several "Medium Density Urban" areas which will be dicussed in the next section.

   Decatur Township
   - Most of the residential land is recommended "Low Density Urban", except for the southern one-fifth which is recommended "Suburban".

2. Hendricks County, Washington Township
   - A section of land between the Penn Central Railrod tracks and Washington Street just southeast of the six points area.

   Guilford Township
   - The area between the Penn Central Railroad tracks and Washington Street.
   - An existing subdivision east of 1050 east and west of the Marion-Hendricks County line.

C. 6-15 Units/Acre "Medium Density Urban" (shown in brown on map 12).

The 6-15 units/acre, "Medium Density Urban" residential classification is dependent on the areas proximity to the major thoroughfares, sanitary sewers, and to school and park facilities. The "Medium Density Urban" classification is used on the land use plan to designate major concentrations of land that are already committed and used at the 6-15 units/acre density. It is also recommended for areas that serve as buffers next to proposed commercial centers or industrial areas and also near the intersection of major thoroughfares.

The residential land use classification of "Medium Density Urban" is recommended for these areas:

1. Marion County, Wayne Township
   - An area southwest of the Interstate 465 and Rockville Road Interchange.
   - Northeast of the Interstate 465 and Washington Street interchange.
   - The land south of the 6600 to 6900 block of Morris Street.
   - The land southwest of the Airport Expressway and Interstate 70 Interchange.
   - The land bordered by Morris Street on the north, Bridgeport Road on the east, the Little White Creek on the south and the Marion-Hendricks County line on the west.
   - The land bordered by Morris Street on the north, the Big Eagle Creek and Warman Avenue on the east, Minnesota Street on the south and Concord Street on the west.
   - The area southwest of where Lynhurst Drive passes over Interstate 70.

   Decatur Township
   - The land south of the 4400-4700 block of Troy Avenue
   - The area west of Mann Road, about the 4000-4200 block.
   - The land east of Lynhurst Drive and north of the proposed shopping area at the intersection of Lynhurst Drive and Kentucky Avenue.
   - The land between the 3600 block of Mann Road and Foltz Street and the triangular piece of land bordered by Moorseville Road on the north, a large section of proposed urban conservation land on the southeast, and Foltz Street on the west.
   - The land on both sides of Interstate 465 west of the Mann Road intersection.
   - The land east of the proposed neighborhood shopping center at the corner of Kentucky Avenue (State Highway 67) and Mooresville Road.

- The area west of Mann Road on either side of Doller Hide Creek from Epler Road on the north to Southport Road on the south.
- A strip of Medium Density Urban residential land east and south of the proposed regional shopping center along State Highway 67 just before the Marion-Hendricks County line.

d. Residential areas needing noise proofing (shown on map 12 as diagonal lines).

Undeveloped residential areas which are within the 30 plus N.E.F. contour area are designated as areas needing noise proofing. [The (N.E.F.) Noise Exposure Forecast is the methodology used to define the impact of aircraft noise on people, communities, and on land uses within an area. It is felt that over 30 N.E.F. is excessive noise for a residential area.] The plan recommends that in the undeveloped residential areas near the airport one or two family homes, with noise proofing, be constructed. Noise proofing would primarily consist of additional insulation or other noise reducing materials to be added when the residential structure is constructed. The areas designated for noise proofing are:

1. Marion County, Decatur Township
   - The vacant land west of the 4000 block of Mann Road.
   - The land east of the 4200 block of Mann Road
   - The undeveloped land east of the state ditch and north of Interstate 465.
   - The undeveloped land south of the urban conservation area which is south of Interstate 70 and east and west of Stanly Road. (The noise proofing area is east of the 5600 to 6000 block of Stanly Road and west of the 6000 to 6900 block of Stanly Road.)
   - The land south of Seerley, north of Summer and west of Lynhurst.

2. Hendricks County, Guilford Township
   - The land west of the agricultural land along the Marion-Hendricks County line.

3. Commercial

The airport vicinity plan indicates three types of commercial land uses - cluster (shopping/hotel/office areas), neighborhood centers, and community/regional centers.

a. Cluster (shopping/hotel/office areas) (shown in red on map 12).

This commercial land use classifications is restricted to existing concentrations of non-related commercial uses or land being proposed for commercial development of this type. The areas proposed for cluster commercial are:

1. Marion County, Wayne Township
   - Both sides of Washington Street from Holt Road west to the Marion-Hendricks County Line is mostly cluster commercial. (This is the bulk of the cluster commercial in Wayne Township).
   - Park fletcher at the intersections of Interstate 465 and the Airport Expressway.
   - The west side of Belmont Avenue between the 1100 and 1700 blocks.
   - Both north and south of the 3400 block of Morris Street.
   - The west side of the 900 block of Holt Road.
   - The west side of the 500 block of Tibbs Avenue.
   - The north side of the 1100 block of Kentucky Avenue.
   - The west side of the 200 block of South Girls School Road.
   - The west side of the 200 block of High School Road.

   Decatur Township
   - The south corner of State Highway 67 (Ken-

tucky Avenue) and Mann Road.
- The north east corner of State Highway 67 (Kentucky Avenue) and Lynhurst Drive.
- The northeast and west corner of Interstate 465 and Mann Road.
- In West Newton on the north east and west corners of Mooresville Drive and Hatworth Road.
- At the intersection of State Highway 67 (Kentucky Avenue) and Camby Road.

2. Hendricks County, Washington Township
   - The area between Washington Street and the Penn Central Railroad on either side of 1050 E. Street.

   Guilford Township
   - The area east of State Route 267 and south of Washington Street in Plainfield.
   - The area southeast of Interstate 70 and State Route 267 interchange.
   - The south side of State Highway 67.

b. Neighborhood Center (designated with a red circle on map 12).

A neighborhood center is the smallest type of shopping center, apart from the free-standing and isolated store, and fulfills the function of providing daily convenience shopping services. A neighborhood center may consist of only a few stores serving families in the immediate neighborhood or may consist of a full range of stores providing convenience goods. A shopping center remains classified as a neighborhood center as long as it does not provide comparison shopping in the form of a recognized major tenant such as a junior department store.

Although there is considerable latitude in the individual characteristics which neighborhood shopping centers may assume, at a minimum it should contain a supermarket and a drug store. Its trade area radius should be one and one-half to two and one-half miles and include 5,000 to 40,000 people. The areas proposed for neighborhood centers are:

1. Marion County, Wayne Township
   - There are no new neighborhood shopping centers proposed for the part of Wayne Township that is in the airport vicinity study area.

   Decatur Township
   - The area northeast of the intersection of State Highway 67 (Kentucky Avenue), High School Road, and Mooresville Road.
   - The northwest corner of the intersection of Southport Road and Mann Road.
   - The area southeast of the intersection of Mooresville Road and Camby Road.

2. Hendricks County, Washington Township
   - Northwest of U.S. 40 (Washington Street) and Raceway Road. (The existing tree nursery which presently occupies some of this site should be incorporated into any proposed shopping center design.)

   Guilford Township
   - No new neighborhood shopping center proposed.

c. Regional Center (designated with an asterisk on map 12).

A regional center is designed to provide a complete range of comparison shopping facilities and to reproduce on a reduced scale the range and depth of facilities usually found within the Central Business District. Its trade area radius should be four to eight miles and include over 125,000 people. The area proposed for a regional center is:

1. Marion County, Decatur Township
Southeast of State Highway 67, just south of Camby Road in Decatur Township.

4. Industrial

a. Light Industrial (designated in light purple on Map 12).

1. Marion County, Wayne Township
- Between the general industrial area, north of the Airport Expressway, and Big Eagle Creek.
- A triangular area between Kentucky Avenue (State Road 62) and the Wayne Township line.
- West of Stout Field and the I-70 and airport expressway interchange. In addition light industrial land is proposed south of the I-70 and Airport Expressway Interchanges.
- Along the north and east sides of Park Fletcher (along the 500 block of Minnesota and along the west side of Lynhurst from Minnesota to Interstate 70).
- Both sides of the 800 to 1700 blocks of South Girl School Road.
- Southwest of the general industrial area, south of Morris Street north of Washington Street.
- An area north of Morris Street, west of Bridgeport Road, south of the Penn Central Railroad Tracks and east of the Marion County line.

Decatur Township
- The land between Interstate 70 and Kentucky Avenue (State Highway 67) just south of the Indianapolis International Airport.

2. Hendricks County, Washington Township
- The area both north and south of the Big Four Railyard in the northwest corner of the study area.

b. General Industrial (designated in purple on Map 12).

1. Marion County, Wayne Township
. An area west and northeast of the cities disposal plant along both sides of Kentucky Avenue (State Route 67) and Raymond Street.
. An area north and east of Stout Field along Holt Road past Interstate 70.
. The northeast corner of the study area between Addiston Street and White River Parkway West Drive.
. The Fletcher Industrial Park north and south of the airport expressway at the 465 Interchange.
. An area along the Penn Central Railroad Tracks north and south of Morris Street just north of the Indianapolis International Airport.

Decatur Township
. The area southwest of the city disposal plant in the northeast corner of the township.
. The area south of the Indianapolis International Airport between Interstate 70 and State Highway 67.

2. Hendricks County, Washington Township
. The area north and south of the Big Four Railroad Yards.

5. Special Uses (designated in rust on map 12).

The special use classifications are widely varied in nature and each tends to have a significant impact on the area surrounding the use. Uses included in this category are colleges, large cemeteries, airports, military reservations, hospitals, waste disposal plants, neighborhoods on the National Register of Historic Places, and existing high schools. Only existing high schools are shown because no new high schools are expected to be built in the near future. Special uses for the study area are:

1. Marion County Wayne Township
   - Stout Field (Indiana National Guard) west of Holt Road and north of the Airport Expressway.
   - The City Disposal Plant west of Harding Street north of White River and east of Big Eagle Creek.
   - The Indianapolis International Airport (also in Decatur Township). The area shown on the proposed land use plan (page 45) depicts the expansion area for the Indianapolis International Airport as proposed by the 1975 Airport Master Plan.

   Decatur Township
   - The Decatur Central High School on 5251 Kentucky Avenue and the Decatur Township Jr. High School 5108 High School Road.

6. Schools (The schools in the study area are shown with a triangular shaped symbol on the land use plan, map 12).

Figure 10. STOUT FIELD (INDIANA NATIONAL GUARD)

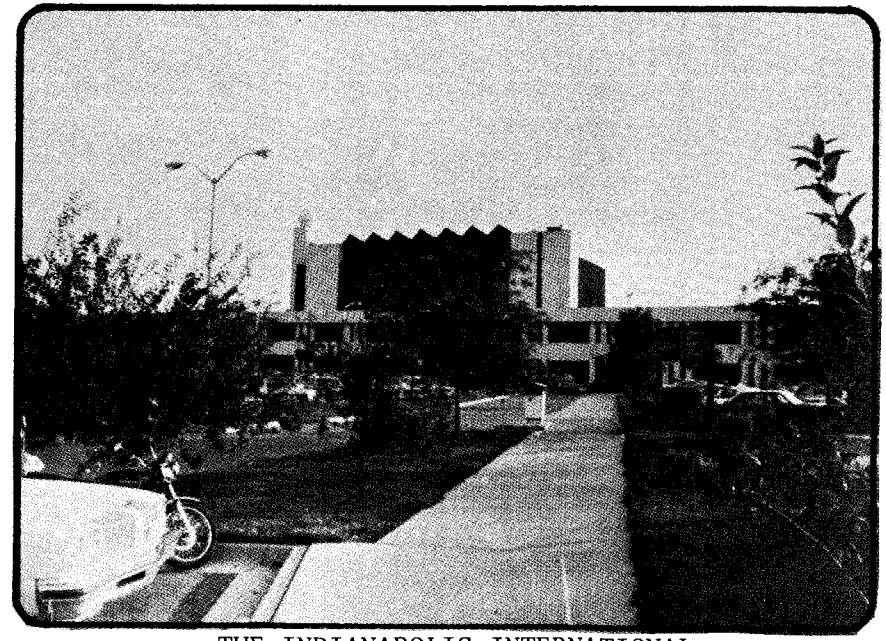


Figure 11. THE INDIANAPOLIS INTERNATIONAL AIRPORT TERMINAL

The existing schools are listed in the existing data section under Community Facilities on page 22. The proposed schools for the airport vicinity are located:

1. Marion County, Decatur Township
   - South of Epler Road between Furnas Road and Mann Road.
   - East of Ratliff Road between Mills Road and Finley Street.

2. Hendricks County, Washington Township
   - South of Morris Road between 800 East and the study area boundary (This proposed school is out of the study area).

   Guilford Township
   - North of 450 South just west of State Road 267 (This proposed school is south of Plainfield and is out of the study area).

7. Open Space

   a. Urban Conservation Area (designated in light green on map 12).

   Urban conservation is a land use classification which is intended to preserve the character of those lands which possess unusual or valuable characteristics or where undesirable features exist. (The land use classification of urban conservation does not restrict development, however, it points out that some unusual feature does exist.)

   The urban conservation classification includes the following types of environmental resources:
   - Undeveloped lands located within excessive noise areas around the Indianapolis International Airport. These areas act as buffer zones between the excessive noise created by airport operations and surrounding residential areas. (The construction standards for any development occurring in these areas must take into consideration continuous exposure to high noise levels.)
   - Undeveloped land due to flood hazard; development is highly restricted in such areas. These floodways frequently possess environmental attributes which are of value to local residents. These often include significant woodland aesthetic qualities and recreational potential associated with undisturbed stream corridors.
   - Undeveloped land of significant woodlands should be conserved as a recreational and open space resource. These areas are beneficial because of their aesthetic value, their ability to absorb noise and because of the eco-systems they support. These areas should be preserved as much as possible. Development, if necessary, should be restricted to very low density residential use.

   The urban conservation areas for the airport vicinity are:
   1. Marion County, Wayne Township
      - Along the Little White Lick Creek from the 8450 block of Rockville Road to the shopping area at Bridgeport.
      - Along the Little White Lick Creek from 9100 block of Washington Street to the Proposed Airport Expansion area (This area borders the Marion-Hendricks County line).
      - A small wooded area west of the 300-600 block of Girls School Road.

      Decatur Township
      - All the land along the west bank of White River from Tibbs Avenue to the Johnson County Line.
      - All the land on both sides of Dollar Hide Creek from Epler Road to the White River is proposed urban conservation.
      - Two areas near the airport expansion area

south-east and north-east of the I-465 and I-70 interchange.
- An area east of the I-465 and State Highway 67 (Kentucky Avenue) interchange behind the residential properties bounded by Edwards Street, Lynhurst Street, and Norcroft Drive.
- An area south of Interstate 70 and east of the Marion County Line along Stanley Street south of the Airport Expansion Area.

2. Hendricks County
- There is no urban conservation areas proposed for any part of Washington or Guilford Counties.

b. Parks (designated in a medium shade of green on map 12). (Proposed parks are indicated with a square).

Existing neighborhood and community parks are indicated on the plan. A neighborhood park is defined as a park which is centered in the neighborhood it serves. A minimum size of five acres is needed for a neighborhood park with the ratio of 2 1/2 acres per 1000 population being the standard for the amount of land needed, up to the maximum of 20 acres total area. A neighborhood park should serve between 2,000 and 10,000 people and should be no more than one-half mile from the users. Typical facilities of a neighborhood park are a playground, ball fields, ball courts, spray or wading pool, and adult areas like horseshoe courts or passive rest areas.

A community park is defined as an area which provides opportunity for activities and organized programs oriented toward family and all age group recreation. A minimum size of 20 acres is needed for a community park; however, the optimum size recommended by the Department of Parks and Recreation is 40 acres. It should serve between 10,000 to 50,000 people and should be no more than 15 minutes driving time from the users. Typical facilities include a recreation center, swimming pool, picnic area, playground and restroom facilities; with emphasis placed on field and court sports and with provisions for nightime use. When possible, community parks should be located adjacent to junior or senior high schools to maximize use of facilities, should be easily accessible, and should provide adequate parking facilities.

The existing parks which are shown on the land use plan are:

1. Marion County, Wayne Township
- Riley Park, 901 Oliver Avenue
- Rhodius Park and Community Center, 1001 South Beamont Avenue.
- Christine Oakes, 4205 W. Washington Street.
- Stout Field Park, 3820 Bradbury Avenue.
- Krannert Park and Community Center, 605 South High School Road.

Decatur Township
- Carson Park, 5400 South High School Road.
- South Westway Park and Golf Course, 8400 South Mann Road.

2. Hendricks County, Guilford Township
- The Friendswood Golf Course, 1050 E. 755 South. (The clubhouse of this golf course was the first schoolhouse in Guilford Township and has been designated as a Historic Landmark.)

c. New Parks

The new parks proposed for the airport vicinity are neighborhood parks and are located.

1. Marion County, Wayne Township
- The land northwest of the intersection of Interstate 70 and the Airport Expressway.

- The area at the southeast corner of Morris Road and Bridgeport Road in a proposed urban conservation area.

Decatur Township

- The land south of the Stephen Decatur Elementary School at 3935 Mooresville Road.
- The undeveloped area east of 4200 Mann Road.
- The land southwest of Decatur Central High School about 5300 Kentucky Avenue.
- An area of land north of the west Newton Elementary School, northwest of Mooresville Road in West Newton.

2. Hendricks County, Washington Township
   - The southwest corner of Raymond Street and 900 East.

   Guilford Township
   - East of the New State Road 267 and 450 South interchange.

d. Agricultural (shown in the dark green on map 12).

Agricultural land in Marion County is not indicated on the Land Use Plan (Map 12) because the vicinity plan is aimed at accommodating future urban growth. The plan does not intend to eliminate all agricultural land within Marion County (which is protected by A-2 zoning); it only recommends that when agricultural land becomes available that it be developed in the way presented on the plan.

The agricultural land that was proposed in Guilford Township represents the land which will receive substantial noise levels when the airport is expanded. The land that is proposed for agricultural use is:

1. Hendricks County, Guilford Township
   The land west of the Marion-Hendricks County line just southwest of the future expansion of the Indianapolis International Airport.

Preferred Growth Area (shown with a black broken line on map 12).

The preferred growth areas indicated on the land use map in northwest Wayne Township and northeast Decatur Township are the areas where development should occur first. These are the areas where all the services (sewers, water. electricity) already exist and as a result have the highest potential for development. In Wayne Township there is a need for 274 acres of land for development by 1995. (Within the preferred growth area there exists 580 acres of land that could be developed.) In Decatur Township there is a need for 450 acres of land for development by 1995. (Within the preferred growth area there exists 2,823 acres of land that could be developed.) These two preferred growth areas should adequately handle any new growth that the vicinity could experience by 1995.

B. Transportation Systems Proposal

1. Operational Objectives

   a. Thoroughfare improvements that will adequately support recommended and existing development.
   b. Pedestrian circulation improvements.
   c. Improvements to alleviate troubled intersections.
   d. Evaluate need for an Airport/Downtown rapid transit system.

2. Street Classifications (Thoroughfare)

   a. Freeways - I-70 and I-465

   b. Expressways - Airport Expressways, (From High School Road to Harding Street).

   c. Primary Arterials
   - Rockville Road.
   - Holt Road.
   - Harding Street.
   - Lynhurst Drive (north of Troy Road).
   - Washington Street.
   - Morris Street (east of Washington Street).
   - Bridgeport Road (1/2 mile south of Rockville Road to Epler Road).

- Stanley Road (Epler Road to Camby Road).
- Camby Road (east of Stanley Road).
- Southport Road.
- Mann Road.
- Kentucky Avenue.
- New State Road 267.

d. Secondary Arterials
- Morris Street (west of High School Road).
- Minnesota Street (east of High School Road).
- County Line Road (north of Washington Street).
- High School Road (north of Minnesota Street).
- Tibbs Avenue (Kentucky Avenue to Rockville Road).
- Warman Avenue (north of Morris Street).
- Belmont Avenue (north of Kentucky Avenue).
- Oliver Street (west of Kentucky Avenue and east of Warman Avenue).
- 1050 East Street (Morris Street to 450 South).
- 450 South.
- 700 South.

3. Thoroughfare Improvements (see Capital Improvements and Programs for description).

a. 4-lane divided roadways (widening).
- Rockville Road - I-465 to U.S. 40 (1980-1995).
- Holt Road - I-70 to Kentucky Avenue (1980-1995) (four lanes divided).
- Airport Expressway - Holt Road to Kentucky Avenue (Immediate).
- Harding Street - U.S. 40 to I-465.
- Washington Street - Bridgeport Road to Girls School Road (1980-1985).
- Lynhurst Road - Washington Street to Bradbury (1980-1985).

b. 4-lane roadways (construction and widening).
- I-70 and Bridgeport Road to Camby Road
- Alternative A--Connection between Bridgeport Road at I-70 and Camby Road with a 90° intersection to Kentucky Avenue
- Alternative B--Connection between Bridgeport Road at I-70 and Camby Road along the generalized alignment of Stanley Road

c. 2-lane roadway (construction).
- Connection of Thompson Road (1990-1995).
- Connecting Camby Road and Southport Road (1990-1995).
- Connecting Country Club Road and Bridgeport Road (1980-1995).
- Connecting Lynhurst Road and Mann Road (1980-1995).
- Connecting Mendenhall Road and Paddock Road (1995-2000).
- East Extension of Milhouse Road (1980-1995).
- Particular Segments of Bridgeport Road between U.S. 40 and I-70 (1990-1995).
- West Extension of Milhouse Road (1995-2000).
- Straightening of Thompson Road west of Kentucky Avenue (1995-2000).

d. Complete Interchanges
- I-465 and Mann Road (1980-1985).
- I-70 and Bridgeport Road (1990-1995).

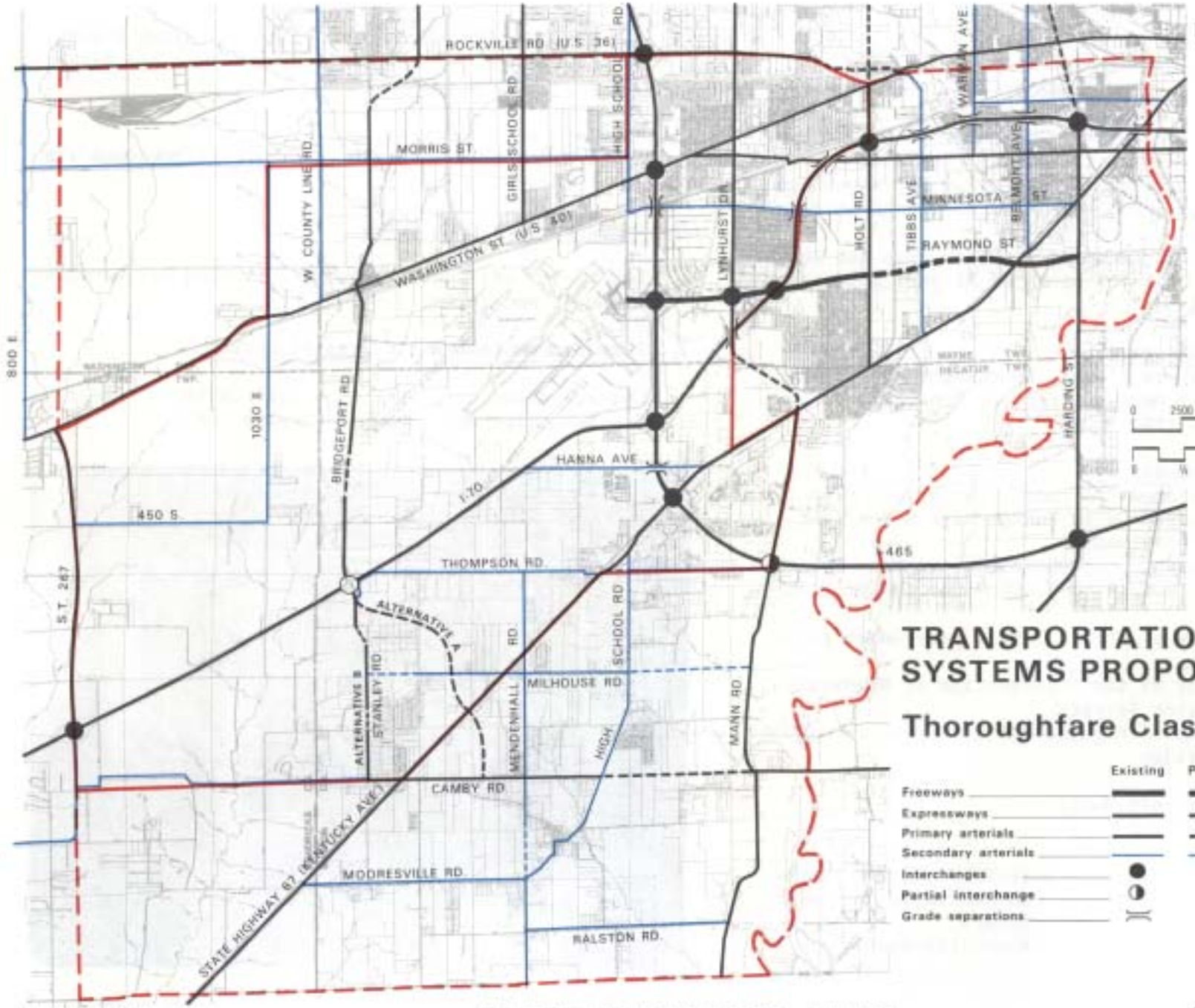
4. Other Improvements

a. Bridge Improvements
- Morris Street over Salem Creek (1980-1995).
- Bridgeport Road over White Lick Creek (1980-1995).
- Furnas Road over Dollar Hide Creek (Immediate).
- Mills Road over Goose Creek (1980-1995).
- Mann Road over Swamp Creek (1980-1995).
- Ralston Road over Goose Creek (1980-1995).
- Mann Road over Dollar Hide Creek (1980-1995).
- Mann Road over Mann Creek (Immediate).

b. Intersection Improvements
- High School/Washington Street (Immediate).
- Tibbs/Morris Street (1980-1995).
- Warman/Morris Street (1980-1995).
- Tibbs/Kentucky Avenue (1980-1995).
- Hanna Road/Kentucky Avenue (1980-1985).

c. Signal or Sign Improvements
- Signalization of Stafford and New State Road 267

map 13



north

TRANSPORTATION SYSTEMS PROPOSAL

Thoroughfare Classification

	Existing	Proposed
Freeways	━━━	▬ ▬ ▬
Expressways	━━━	▬ ▬ ▬
Primary arterials	━━━	▬ ▬ ▬
Secondary arterials	───	─ ─ ─
Interchanges	●	○
Partial interchange	◑	
Grade separations	⌶	

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(Immediate).
- Signaled Crossing at McClelland School/Morris Street (Immediate).
- Signalization of High School Road and Airport Expressway (Immediate).
- "Road Narrows" sign for northbound lane of Lynhurst Drive north of Bradbury (Immediate).
- "Caution - Divided Highway" sign for southbound lane of High School Road south of Beecher (Immediate).
- "Move left for Incoming Traffic" sign for north bound lane of I-465 south of Airport Expressway (1980-1985).

d. Sidewalk Improvements

- Sidewalk, where needed, to connect apartments at 6750 West Morris Street to Ben Davis Junior High School (1980-1985).

e. Studies (Immediate)

- Feasibility study of pedestrian bridge over I-465 between Ben Davis Junior High School and Cloverleaf Apartments.
- Feasibility study of pedestrian walkway connecting Drexel Gardens to South Wayne Junior High School.
- Safety study of Morris Street pass under railroad bridge.
- Safety study of the intersection of Minnesota and Washington Streets.
- Safety study of High School Road pass under the railroad bridge.

5 Proposed Bus Transit Route

Local Routes -
4 Mars Hill-Downtown via Holt-Tibbs-Olivia Roads.
9 Ben Davis (Girls School and Washington Street)/ Downtown via Washington Street.
5 Richie Road/Downtown via Rockville-Washington Street.

Arterial Express Routes
35 Bridgeport Area/Downtown via Washington Street.
38 Westlake Area/Downtown via Rockville and Washington Streets.

Freeway Express Routes
60 Indianapolis International Airport/Downtown via I-70.

6. Proposed Park-Ride Sites

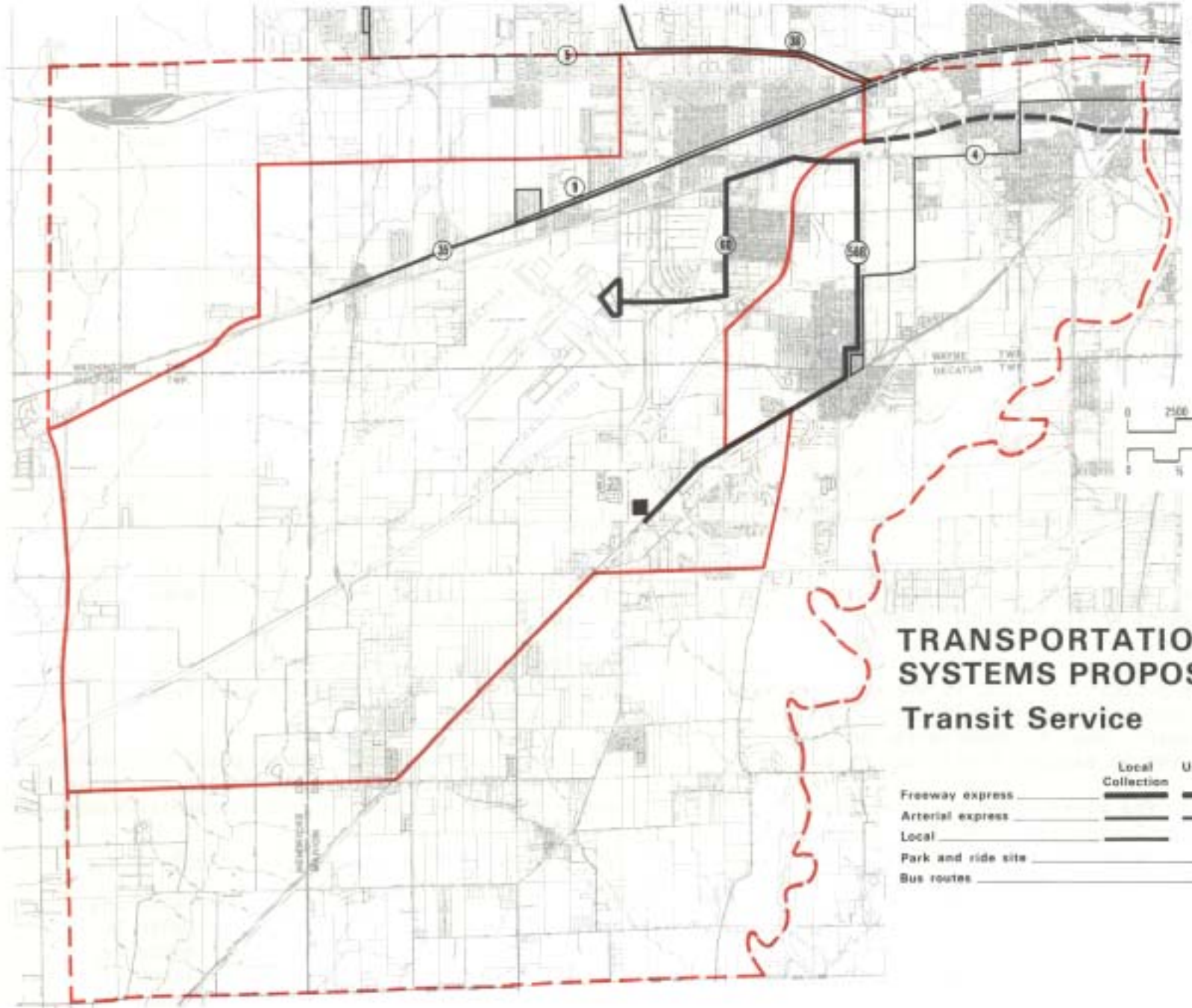
56B I-465 and Kentucky Avenue/Downtown via Kentucky-Lynhurst and I-70.

7. Airport/Downtown Rapid Transit System

Not recommended at this time (see Technical Memorandum Summaries and Conclusions page 58).

Figure 12. THE BIG FOUR YARD IN HENDRICKS COUNTY

map 14



TRANSPORTATION SYSTEMS PROPOSAL

Transit Service

	Local Collection	Unlimited Stop
Freeway express	▬▬	▬ ▬ ▬
Arterial express	▬▬	– – –
Local	▬▬	
Park and ride site	■	
Bus routes	④	

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C. Program Proposals

1. Operational Objectives

   a. Actions on Environmental findings of technical memorandums.
   b. Run-up areas for aircraft and other noise abatement programs.
   c. Programs in selected areas to alleviate aircraft noise.

2. Technical Memorandum Summaries or Conclusions

   a. F.A.A. and E.P.A. Regulatory Status (Conclusion)
   Several considerations require positive action on the part of the Indianapolis Airport Authority or the Department of Metropolitan Development. Briefly they are:

   1. Planned and implemented noise abatement procedures involving preferential runway uses, improved air traffic control procedures and/or equipment, etc.

   2. Positive land use control of areas adversely affected or anticipated to be affected by aircraft noise.

   3. Plan for positive control of ambient air quality through continuous monitoring, land use control measures, mass transportation in association with remote parking facilities, etc.

   4. A program for waste water monitoring designed to signal when treatment is required, as well as positive awareness in land use planning of water quality implications and incorporation of the concept of area-wide waste water treatment management programs.

Staff Comments: The different governmental agencies which can monitor water and air quality, and noise are as follows:

1. Water pollution streams - Indiana Stream Pollution Control Board

2. Waste water - Department of Public Works (City of Indianapolis)

3. Air Quality - Air Pollution Control Division (City of Indianapolis)

4. Noise - State Board of Health, Bureau of Engineering, Division of Industrial Hygiene and Radiological Health, also the Marion County Health and Hospital Corporation, Division of Public Health.

These governmental agencies have or are planning monitoring programs:

The Indiana Stream Pollution Control Board does periodically monitor the streams in the study area.

The Department of Public Works, City of Indianapolis, is developing a program of waste water monitoring for the City of Indianapolis.

The Air Pollution Control Division, City of Indianapolis, is continuously monitoring air quality in the Marion County area.

The Marion County Health and Hospital Corporation, Division of Public Health, is developing a program to monitor noise in the City of Indianapolis/Marion County.

b. Zoning and Building Codes (Conclusion)

On the basis of the case studies and existing conditions as they relate to Indianapolis International Airport, the following should be considered by the Indianapolis Department of Metropolitan Development and the Indianapolis

Airport Authority

1. The existing Marion County Airspace Zoning Ordinance is not capable of ensuring the 100:1 approach slope in the 122 acres area between 2,500 feet of an instrument runway and 5,000 feet which is not owned by the Authority.

2. The IAA and Marion County maintain their cooperative procedures to ensure the effective enforcement of the Marion County Airspace Zoning Ordinance.

3. The IAA should obtain vertical zoning protection in Hendricks County to protect existing and, in particular, future operations.

4. The concept of horizontal zoning established in the Marion County Airspace District Zoning Ordinance could be expanded to include land use control measures in those areas of the Airport environs which are or will be adversely affected by aircraft noise.

5. The inclusion of performance standards which would specify that structures erected in areas subjected to substantial aircraft noise be capable of attenuating at least "X" decibels

6. Strengthen height zoning enforcement by revising the review and approval procedures currently employed by the Department of Metropolitan Development which are, in essence, an ex post facto review of previously issued building permits

Staff Comments: (Refers to statements 4,5, and 6 of the Zoning and Building Codes (Conclusion)

Statements 4 and 5 -- Those undeveloped areas adversely affected by aircraft noise could be controlled by:

1. Allowing land uses compatible with airport use, i.e., most commercial, industrial and agricultural, in areas exposed to +35 (N.E.F.)*Noise Exposure Forecast. These areas should be rezoned to compatible land use.

2. Allowing land uses other than schools, hospitals, churches, theatres, auditoriums and multi-family residential homes would require sound proofing in these areas. Construction standards for sound proofing could be created by enacting an ordinance which could be enforced by a local authority.

Statement 6-- Strengthen height zoning in Marion County by outlining the areas affected by the Airspace District Zoning Ordinance on the Division of Planning and Zoning 1000' scale Zoning Maps. The employees in the Division of Planning and Zoning office who issue the Improvement Location Permits and Building Permits would then be able to detect new buildings that were being proposed in the affected areas. They could then telephone a technical expert to interpret the new building's compliance with the Airspace district Zoning Ordinance,

*Refers to present or future Noise Exposure Forecast.

c. Economic Impact Of The Indianapolis International Airport

Direct Economic Impact

In 1975, the 3,024 persons employed in airport jobs earned a total of nearly $44,000,000. Airport employees are persons employed at the airport, plus airline employees working elsewhere in the Indianapolis area. This ranks the airport within the top 15% of the Marion County employers with more than 250 employees.

The relatively high percentage of Federal agency employment (1/3) at Indianapolis International is due to the presence of the Federal Aviation Administration's Air Route Traffic Control

Center. Other Federal employers include the National Weather Service, U.S. Customs and the Postal Service.

Airlines employ the next largest number of persons at the airport. Travel Services rank third and include persons employed by the hotel/motel and car rental industries.

Nearly 50% of the employees are the income groupings of $10,000-$19,999. The average annual income for all employees is $14,494 and is higher than the average annual of $12,264 earned by all persons living in Marion County and $11,982 in Hendricks County. Some 65% of all airport employees own their homes. Investments of airport employees in homeownership in the Indianapolis area is $65,408,000. The remaining employees rent their living quarters and pay $1,870,000 dollars annually for non-owned housing.

A summary of employee population and other socio economic data is presented on the next column. From these data it can be concluded that the average Airport employee lives in Marion County, earns between $14,000-$15,000 annually and owns a home worth approximately $30,000. He is married, has one or two children and more likely owns two cars.

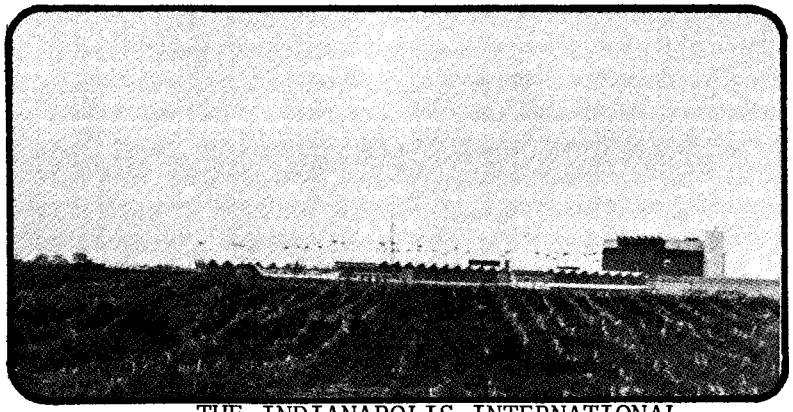

Figure 13. THE INDIANAPOLIS INTERNATIONAL AIRPORT TERMINAL COMPLEX

Figure 14. AIRPORT EMPLOYMENT AND SOCIAL ECONOMIC DATA

	Marion County Townships			County Totals			Total	
Item	Wayne	Decatur	Other	Marion	Hendricks	Other	Number	% of Total
Employment Distribution								
Airline	213	56	206	475	117	121	713	24
Private Business Flying	64	19	56	139	34	21	194	6
Federal	302	31	238	571	241	181	993	33
Travel Services	216	52	247	515	59	69	643	21
Air Cargo	32	8	59	99	7	39	145	5
Other (including IAA)	91	27	129	247	64	25	336	11
Total	918	193	935	2,046	522	456	3,024	100
Total Annual Income	$12,332,412	$2,389,147	$13,885,613	$28,607,172	$ 8,952,822	$ 6,270,648	$43,830,640	
Average Income	$13,434	$12,379	$14,851	$13,982	$17,151	$13,752	$14,494	
Number of Home Owners	500	122	563	1,185	422	345	1,952	
Total Home Value	$14,741,500	$3,133,204	$19,982,491	$37,857,195	$16,219,992	$11,330,490	$65,407,677	
Average Home Value	$29,483	$25,682	$35,493	$31,947	$38,436	$33,842	$33,508	
Number of Renters	418	71	372	861	100	111	1,072	
Annual Rent Value	$ 763,065	$102,890	$663,181	$ 1,529,136	$150,430	$190,476	$ 1,870,042	
Average Monthly Rent	$152	$121	$149	$148	$125	$143	$145	
Number of Family Members	2,916	604	3,180	6,700	1,860	1,359	9,919	
Average Family Size	3.2	3.1	3.4	3.3	3.6	3.0	3.3	
Number of Automobiles Owned	1,377	309	1,547	3,233	992	730	4,955	
Average Number of Automobiles Owned	1.5	1.6	1.7	1.6	1.9	1.6	1.6	

The airport is worth over $115,000.000 to the greater Indianapolis area. This includes direct wages, airline and concessionaire expenditures, as well as the indirect impact -- the multiplier effect.

Studies have indicated that for a community the size of Indianapolis, a dollar spent will create at least another dollar in regional income. This reaction is commonly called the "multiplier effect" and means the total economic impact of any activity is at least twice the direct impact in terms of total dollars.

Thus, direct economic impact of Indianapolis International was estimated to be $115,188,000 in 1975 as shown on the next page (Figure 15).

Figure 15. DIRECT ECONOMIC IMPACT OF THE INDIANAPOLIS INTERNATIONAL AIRPORT (1975)

Source	Amount
Employee Payrolls	$ 43,831,000
Airline Expenditures	
Capital Improvements (10-year average)	209,000
Advertising (local media)	354,000
Taxes	191,000
Concessionaire Expenditures	
Material and Equipment	5,592,000
Services	2,700,000
Capital Improvements	3,913,000
Taxes	806,000
Direct Economic Impact	$ 57,594,000
Total Estimated Economic Impact	$115,188,000

Indirect Economic Impact

Non-resident businessmen arriving by air carrier service at the airport generate employment and economic activity in the Indianapolis area. On the basis of results from an on board passenger survey conducted in February 1972, combined with other data, it was estimated that approximately 480,400 such persons utilized the airport in 1975 and spent $43,236,000 for lodging in local hotels and motels, food and beverage service, recreation, entertainment, and retail sales in the Indianapolis area, local transportation, and miscellaneous services.

In addition to the 532 jobs in 1975 in hotels and motels which are generated directly by these air visitor expenditures, another 461 jobs were created in other elements of the visitor industry. The combined 993 employment opportunites in 1975 generated approximately $3,592,000 in employee earnings

The hotel/motel industry is the primary benefactor of this non-resident business person trade. Five hotels/motel are located within one mile of the airport. One is located on airport property. These facilities provide some 1,100 rooms in 1975. A 733% increase above 150 rooms available within the same area in 1965.

Airport Impact on Land Values

The impact of Indianapolis International Airport on the value of land in its vicinity was analyzed by Mr. Joe Wood, Jr., a local real estate appraiser with extensive background and knowledge of land values in the Indianapolis area. The area that was analyzed was within the approximate bounds of Lynhurst Drive on the east, Rockville Road on the north, Bridgeport on the west and Thompson Road on the south.

It was concluded that land values in the vicinity of the airport have risen during the 1930-1975 period based on changes and adjusted listing prices. Overall, between 1930 and 1975, land values in the vicinity of the airport have increased by approximately 519% and was judged indicative of the rise of property values.

The Indianapolis Airport Authority does not pay property taxes for the land areas it owns for airport operating purposes. Thus, while representing a use of available land, the localities in which the airport is situated do not derive tax revenues. As the airport boundaries expand additional tax revenues are forfeited. For example, between 1965 and 1975 the Authority has acquired 252 parcels of land in Wayne Township. This acquisition removed $532,720 dollars in land assessments and $203,290 in improvement assessments from the tax rolls, a total of $736,000.

During the same period of 1965 and 1975, commercial interests directly or indirectly influenced by the Airport have increased. In Wayne Township, these include over 233 parcels of land assessend at $2,431,331 with $16,130,010 and $19,010,950 for business personal properties for a total of $37,451,291. Although it is not possible to determine the extent of this commercial activity which is attributable to the airport, or to

other factors, it is recognized that the airport was a determining factor. Consequently, the $736,010 lost in tax revenues to Wayne Township was replaced by approximately 50 times that amount or some 5,000%.

In Decatur Township, the Indianapolis International Airport Master Plan identifies expansion requirements for the airport as including the acquisition of some 15,000 acres in this Township. Thus, additional tax revenue potential, estimated 100,000 dollars in 1975 would be lost to the township. It is, however, anticipated that this decrease in tax revenue would be more than offset by tax revenues earned as a result of future industrial and commercial activity in areas approximate to the airport and the stimulous provided by additional airport employee spending in Decatur Township.

d. Vehicular Traffic (Summary)

In addition to the information provided on System "F" and System "C" for the current planning of the Department of Metropolitan Development, information specifically done by Barton-Aschman Associates, Inc. in 1974 with repect to Airport access continue to be valid:

1. Vehicular access via a new interchange on I-70 near the Hendricts County line in the event that a new passenger terminal facility be constructed in the 1990's.

2. An additional lane in each direction on I-465 in the vicinity of Airport Expressway.

3. Upgrading Airport Expressway to six lanes near the I-465 interchange.

It should be noted that such improvements are not forecast to be needed until the latter part of the 1980's or the early 1990's. Furthermore, inasmuch as Airport related traffic on I-465 and Airport Expressway is but a fraction of the total traffic on these facilities, the need for and timing of such improvements is primarily dependent upon factors beyond the control of the Airport Authority.

Staff Comments: Barton-Aschman Associates, Inc. also recommended two improvements during the next few years -- signalization of the intersection of High School Road and Airport Expressway and the widening of the intersection of High School Road and Washington Street. (Important).

Arnold Thompson Associates also later commented on the county line corridor between I-70 and Washington Street, ". . .A recommendation was made in the Thoroughfare Plan to construct a north-south arterial in this area. The exact timing will be dependent upon if and when a passenger terminal building is required in the 1990's and also to provide north-south access for non-airport related users may precede the demand for airport-related users. Thus, the highway should be provided for whichever traffic level may be anticipated to occur first."

e. Transit Service (Conclusion)

Because of the scattered distribution of local originations and destinations of passengers departing and arriving for Indianapolis International Airport, the installation of a rapid rail transit system serving only the Central Business District and the Airport would not be economically justifiable or practical.

A study[1] of ground access problems at airports, which considered the use of a rapid rail transit system concluded that there is considerable doubt as to the justification for a separate and single purpose central business district/airport rapid rail transit link. Because of increasing decentralization of urban areas and increasing affluence of airline passengers, the use of private automobiles, taxis, and rental cars works against the rapid rail transit con-

[1] Survey of Ground Access Problems at Airports, Transportation Engineering Journal of ASCE, February 1969.

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cept for airports. The study also indicated that separate or preferential rights-of-way for airport service, whether mass transit or private auto, would be a major factor to the solution of improved airport access.

Of the rail access systems operating at various airports around the world in 1967, only two (Brussels and London-Gatwick) were actually patronized by a significant number of users. Although the Brussels line incurred losses, the Gatwick operation was financially successful because it incorporated a special airport stop on the heavily traveled London-Brighton rail route.[2] The Cleveland-Hopkins Airport route has been found to be well-patronized because it also combines air passenger and other airport related user flows with an existing regional commuter transit system.

Based on these experiences, it may be concluded that the successful rapid rail access route to an airport should have the following characteristics:

1. It serves a central business district where there is a concentration of airport users.

2. It connects a central business district and airport which are located sufficiently distant from one another to provide significant savings in time or costs of travel with respect to alternative access modes.

3. It provides a high frequency of service at reasonable costs.

4. It is part of an overall regional system which serves other rail line users who do not necessarily travel to and from the airport and central business district.

Unless these basic characteristics are shared by a rapid rail transit system serving the Indianapolis area, the CBD/Airport link would not be economically feasible. Any future analysis of mass transit systems should consider limited bus rapid service from the CBD to the Airport as part of a recommended transportation plan as described in the 1968 A Transportation and Land Development Plan for the Indianapolis Region.

Staff Comments: None

f. Noise Abatement Programs (Summary)

1. Noise Abatement Strategies Analysis

The primary purposes of these analyses were to assess what noise reduction benefits might be possible at Indianapolis International Airport and to determine procedures which should be recommended to the FAA by the Airport Authority at Indianapolis International Airport.

In assessing possible implication of various strategies, the Noise Exposure Forecast (N.E.F.) methodology was utilized to define the impact of aircraft noise on people, on communities and on land uses in the vicinity of the Indianapolis International Airport. This methodology takes into consideration the source (type aircraft-engine -- i.e.; the nature, quality and pressure of the sound), the number and direction of the operations (location and nature) and the time of day or night the operations occur (nature). These factors were quantified for all the existing and/or projected operational situations at the Airport and noise "footprints" developed which portray with a moderate degree of accuracy those areas of similar noise impact as perceived by the average person.

[2]Rail Rapid Transit to Airports, Thomas Cosboth, Spring 1967.

In assessing the best noise abatement strategy for the Indianapolis International Airport which would minimize noise annoyance, the following approach was taken:

a. Aircraft operational and runway utilization data were assembled from previous surveys conducted at Indianapolis International Airport by the Consultant and from the Federal Aviation Administration.

b. Actual existing[3] and hypothetical operational patterns were formulated. The latter were based sòlely on the aerodynamic capabilities of the aircraft and pilot skill and not on financial, legal or air traffic control feasibility considerations. This approach was taken in order to determine the "maximum possible potential benefit" achievable provided financial and operational considerations could be overcome (at best, an oftentimes difficult proposition).

c. N.E.F. contours ("footprints) were developed and plotted on current maps of the Indianapolis area to ascertain the impact of actual and hypothetical operations. (See Maps 15-16-17.)

d. Future 1982 and 1995 operational levels were also analyzed and plotted to provide a basis for comparison and to be used by the Indianapolis Department of Metropolitan Development in its Vicinity Planning Program (see maps 18 & 19).

e. The areas of severe impact were identified from the noise "footprints".

[3]Data for 1975 were used to represent "current" activity levels. This was done to enable the community and the planners to relate hypothetical findings to a "recent" twelve month period during which there were no unusual occurrences such as runway closures for construction, etc.

Note: Five Noise Exposure Forecast (NEF) contour maps were produced for Noise Abatement Strategy Analysis. They were:

1. Existing air traffic with present runway configuration (Strategy A). (See Map 15.)

2. Existing air traffic using preferred runway strategy B (maximizes night take offs on Runway 31 and landings on Runway 4L) with present runway configuration.

3. Existing air traffic using preferred runway strategy C (maximizes both day and night take offs on Runway 31 and landings on Runway 4L) with present runway configuration.

4. Existing air traffic using preferred strategy D. (maximizes both day and night take offs on Runway 22R and landings on Runway 13) with present runway configuration. (See Map 16.)

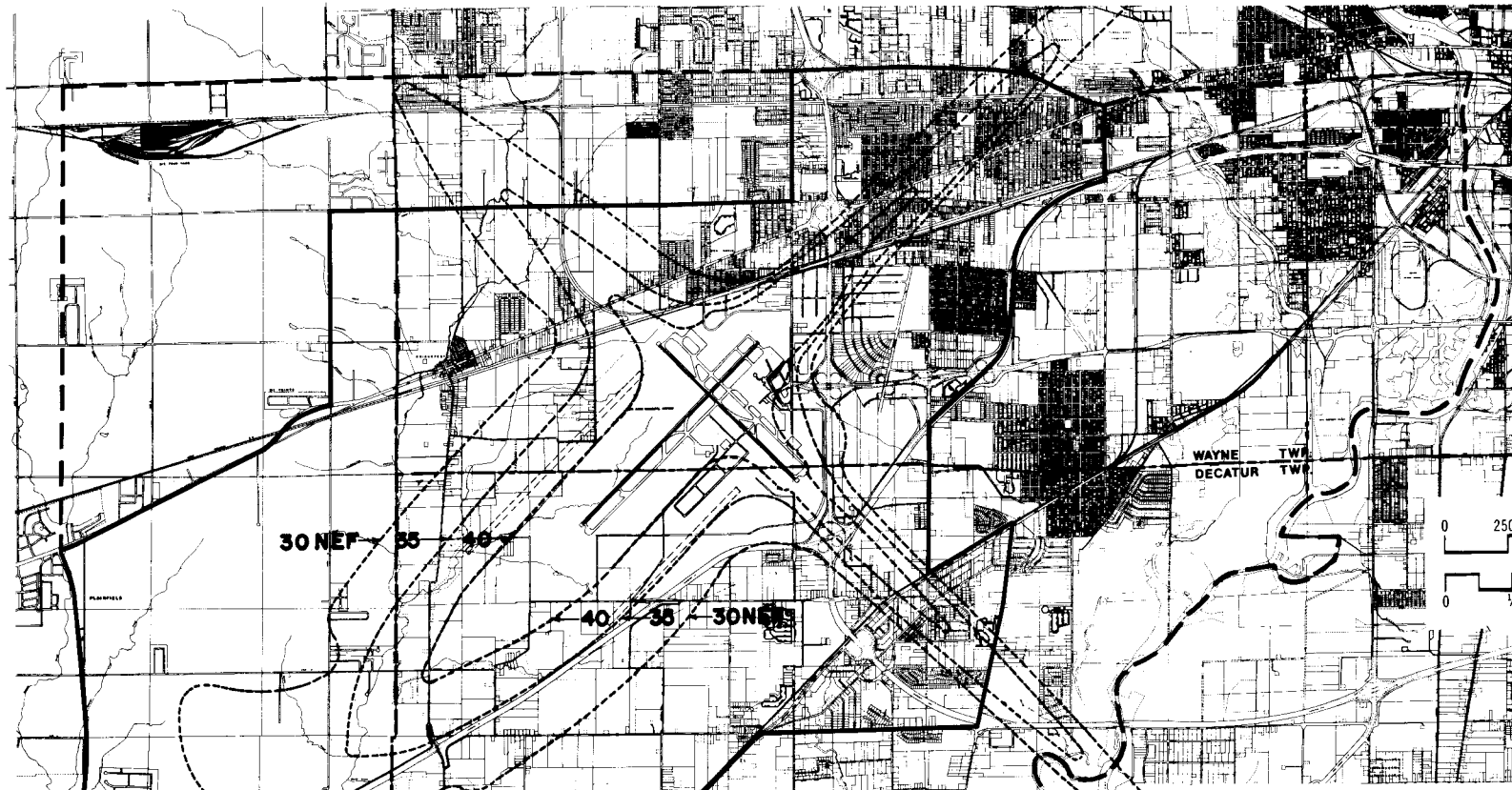
5. Existing air traffic with new runway 4R - 22L. (Strategy E.) (See Map 17.)

Conclusions of Noise Abatement Strategy Analysis

Strategy C appears to offer the chance of some noise relief northeast and southeast of the Airport. But this relief is at the expense of the residential areas to the northwest. In addition, close inspection of Drawing C reveals that in the southeast area noise reductions are over sparsely or non-populated areas and, to the northeast, severe impact is reduced somewhat but principally over land which the Indianapolis Airport Authority is in the process of acquiring. Similar comments may be made concerning Strategy B.

Strategy D (maximizing day and nighttime takeoffs on Runway 22 and landings on Runway 13) appears to hold

map 15



NOTE: N.E.F. contours are generalized computer contours that show noise as perceived by individuals and should be viewed as broad bands rather than exact lines. These contours will be updated with significant changes in aircraft mix and runway usage.

NOISE EXPOSURE FORECAST (NEF) CONTOURS

Strategy A

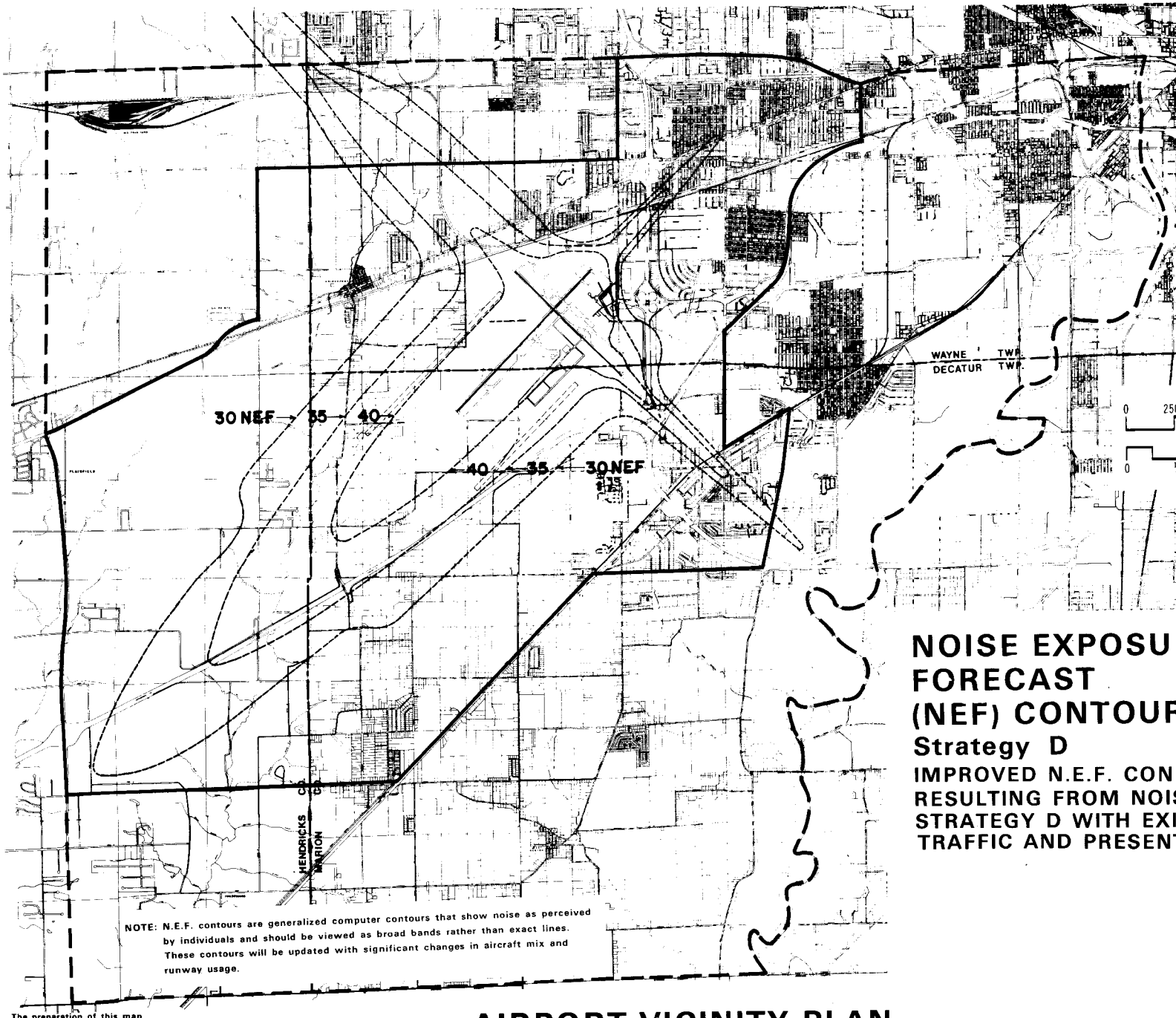
EXISTING AIR TRAFFIC WITH PRESENT RUNWAYS

AIRPORT VICINITY PLAN

The preparation of this map was financed in part by a Unified Federal Planning Grant

Dept. of Metropolitan Development
Division of Planning and Zoning
Indianapolis · Marion County, Indiana

map 16



NOISE EXPOSURE FORECAST (NEF) CONTOURS

Strategy D

IMPROVED N.E.F. CONFIGURATION RESULTING FROM NOISE ABATEMENT STRATEGY D WITH EXISTING AIR TRAFFIC AND PRESENT RUNWAYS.

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AIRPORT VICINITY PLAN

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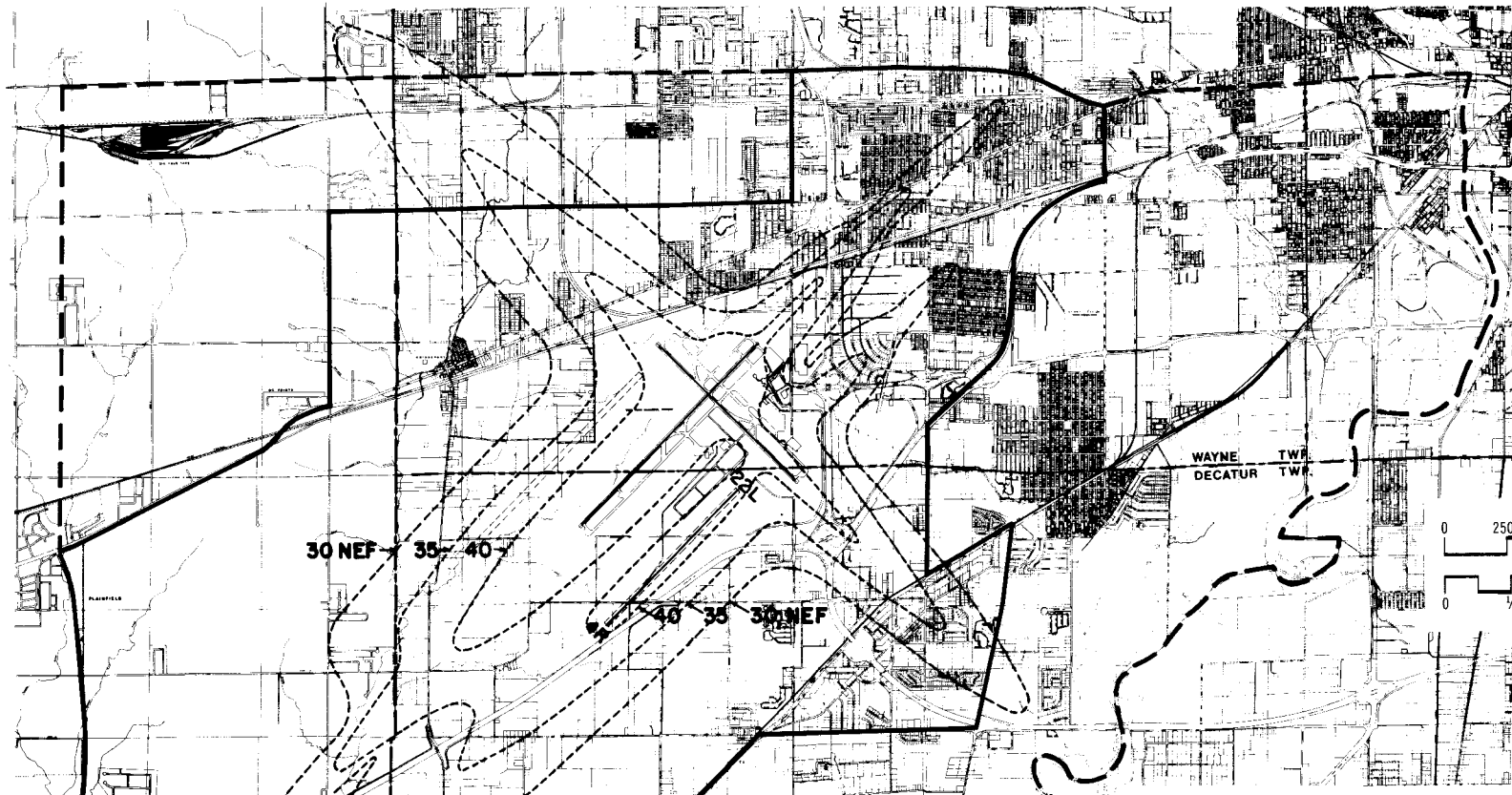

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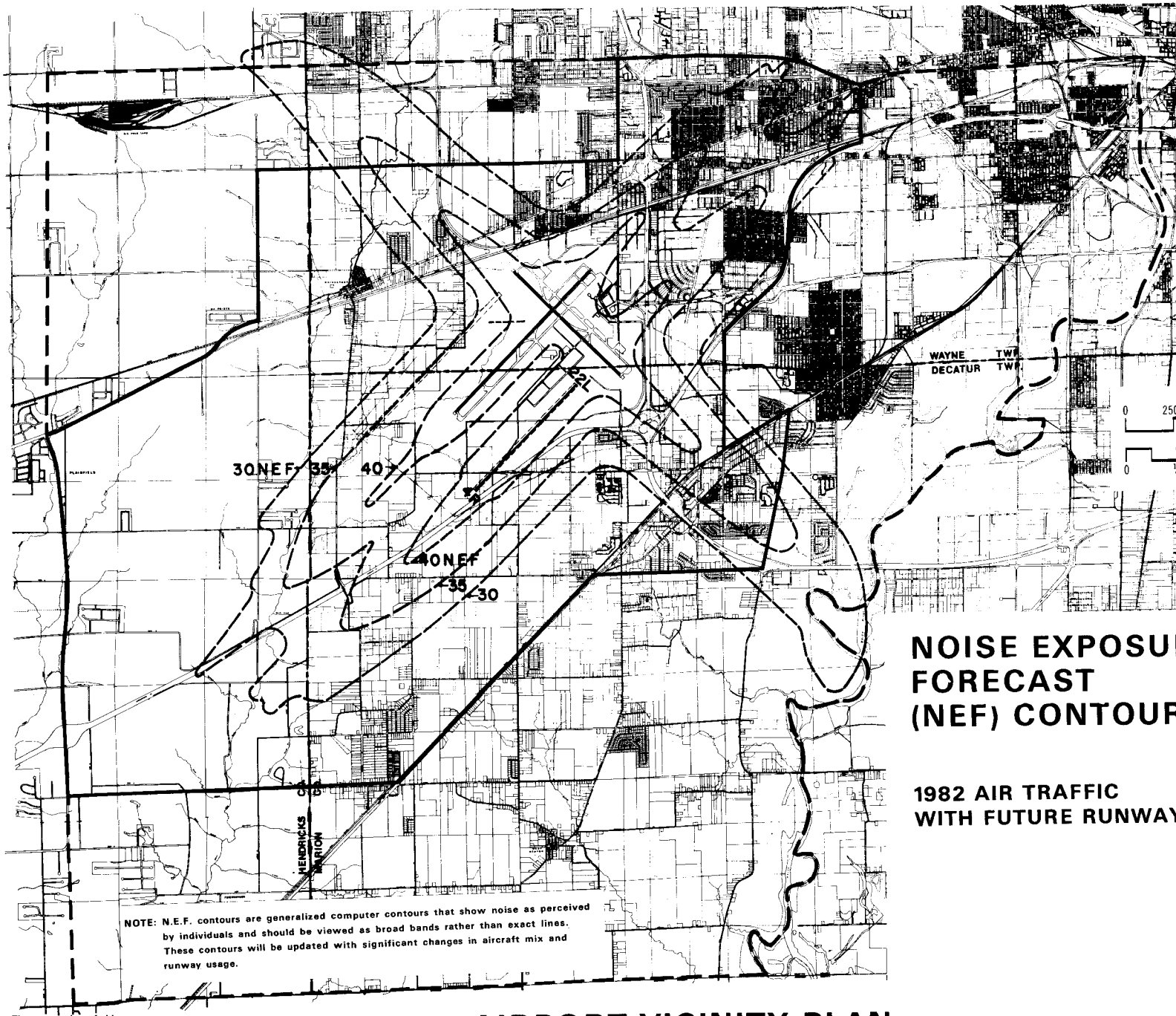
map 18



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NOISE EXPOSURE FORECAST (NEF) CONTOURS

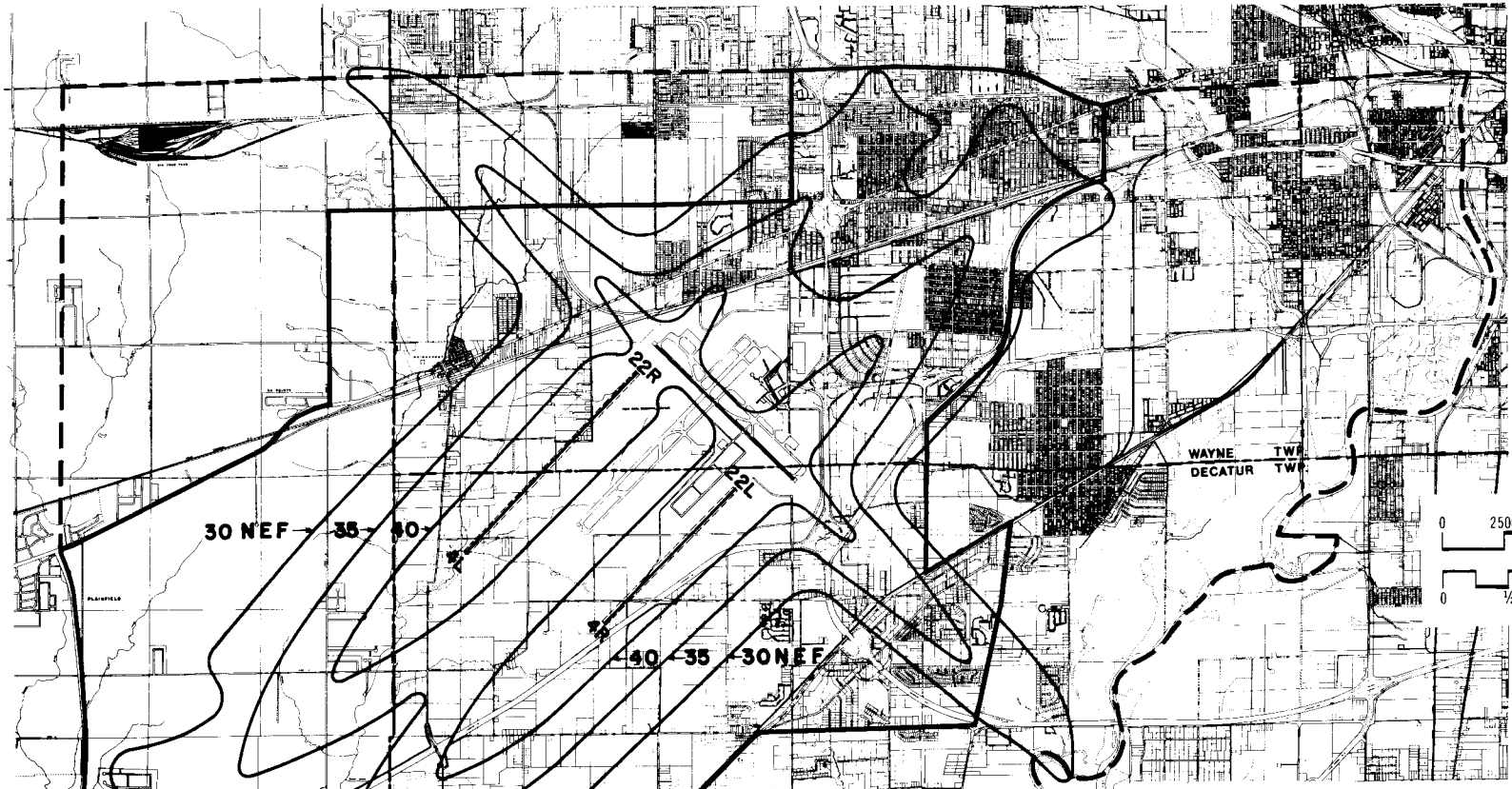
1982 AIR TRAFFIC WITH FUTURE RUNWAY 4R-22L

AIRPORT VICINITY PLAN

The preparation of this map was financed in part by a Unified Federal Planning Grant

Dept. of Metropolitan Development
Division of Planning and Zoning
Indianapolis · Marion County, Indiana

map 19



NOISE EXPOSURE FORECAST (NEF) CONTOURS

1995 AIR TRAFFIC WITH FUTURE RUNWAYS 4R-22L AND 4L-22R

NOTE: N.E.F. contours are generalized computer contours that show noise as perceived by individuals and should be viewed as broad bands rather than exact lines. These contours will be updated with significant changes in aircraft mix and runway usage.

AIRPORT VICINITY PLAN

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Dept. of Metropolitan Development
Division of Planning and Zoning
Indianapolis - Marion County, Indiana

the most potential for alleviation of aircraft noise levels southeast and northeast of the Airport. Full implementation of this strategy would require the installation by the FAA of an Instrument Landing System (ILS) and approach lights for Runway 13. Inasmuch as this would be the fourth such system at the Airport and could well cost in excess of $500,000, FAA willingness to install the ILS could very will hinge on the degree of community support and enthusiasm. In addition, Brownsburg and Speedway Airports would need to be closed and replaced. Thus, full implementation might require up to five years. Strategy D also would entail increasing noise in the suburban areas northwest of the Airport. However, by installing the ILS and maximizing landings on Runway 13, noise to the northwest could be focused over a well defined and localized area rather than being randomly dispersed over a much larger area.

Recomendations

The local community, the Indianapolis Airport Authority and the Department of Metropolitan Development should join in an effort to have the FAA program and install an ILS for Runway 13 at Indianapolis Internation Airport. (It should be noted that certain recommendations of the Metropolitan Airport System Plan, which was adopted by Aeronautics Commission of Indiana, the Department of Metropolitan Development and the Authority in 1976, will need to be implemented, particularly those regarding replacement facilities for Speedway and Brownsburg airports.)

It is also recommended that the Airport Authority, FAA and the community give serious consideration to proceeding as soon as possible with the construction of the proposed Runway 4R-22L. The "strategy" holds the best potential, both in the short- and long-term, for meaningful reduction in the level of aircraft noise inflicted on existing residential areas. (See Map 17.)

A review of Map 17 which portrays the hypothetical noise environment, had the planned new Runway 4R-22L been available, indicates that this situation is the only one in which noise levels in all residential areas could be reduced *without increasing aircraft noise over other populated areas.*

Of the non-capital intensive alternatives, the existing operational practices at Indianapolis International Airport best minimize the *overall total noise impact to the community.* This is probably due to some relatively easy to implement operational adjustments having already been made by the Airport Authority and the FAA and the fact that jet aircraft have been using the Airport for almost 15 years. Consequently, land use developments since 1960 (with one or two notable exceptions) have made a de facto allowance for the impact of aircraft noise around the airport.

Staff Comments:

Five Noise Exposure Forecast (NEF) Contour Maps were presented at the April 27th Steering Committee meeting. It was decided that for the existing runway configuration, noise abatement strategy D would be preferred and further study was requested for implementation. The Steering Committee added that the citizens should be made aware of the noise abatement strategies. It was decided that a full disclosure of the contour maps to the public would aid in the education of the citizens.

2. Aircraft Run-up Procedures and Areas

The commerical airline operator who uses run-ups to make mechanical checks has been asked to transfer most of his mechanical checks to other airports. Those untransferable mechanical checks will be limited to no later than 10:30-11:00 P.M. and no earlier than 6:30 A.M. by the Summer of 1977. Unavoidable repair run-up checks that cannot be avoided between the hours of 11:00 P.M. - 6:30 A.M. will be done at the departure (southwest) end of 4L-, for minimum effect upon the populated areas.

3. Development/Construction Controls and Programs

a. Developed Areas - Preliminary Noise Impact Program

The pilot accoustical treatment program that was proposed in the Port of Seattle, Seattle, Washington's Sea-Tac Communities Plan was analyzed for the Airport Vicinity Plan. This program would include accoustical treatment for some commercial, but mostly churches and residential buildings within a program area.

The program is based on a 40 acre grid system with an assigned Noise Exposure Forecast (NEF) value to each grid area. The NEF value is determined by overlaying the 1975, 1982, and 1995 NEF contour maps onto this grid system which closely corresponds to the property and street lines of the study area.

The program classifications of the Sea-Tac Communities are as follows:

. "Permanent" 40 NEF areas; Qualify for outright acquisition by the Airport (Note: "Permanent" is defined as remaining at a 40 NEF or higher value throughout the 20 year planning period of the project.)

. "Sustained" 40 NEF areas: Qualify for guarantee public purchase of properties, if so desired by the affected properties owners. (Note: "Sustained" is defined as falling below 40 NEF during the 20 year planning period.)

. "Permanent" 35 NEF areas: Qualify for 75%/25% accoustical treatment program of properties, includes easements, if so desired by the property owners.

. "Sustained" 35 NEF areas: Qualify for 50%/50% accoustical treatment program of properties, includes limited term easements, if so desired by the property owners.

. "Bordering" areas: May also qualify for 50%/50% accoustical treatment program of properties, includes limited term easements, if so desired by the property owners. (Note: "Bordering" is defined as a highly populated area that is bordering and physically connected to a "Permanent" or "Sustained" 35 NEF area.)

. "Primary Study area: Qualifies for special development controls. (Zoning and noise-proofed construction standards).

STAFF COMMENTS:

This proposal was presented at the April 27th Steering Committee meeting. It was estimated that the overall cost of a program for accoustical treatment such as this would be in the range of 20-30 million dollars. The method for financing the project and the governmental agency responsible for administering it has yet to be determined.

Members of the Steering Committee said they had higher priorities other than a Noise Impact Program, i.e., good sanitation systems, drinking water quality, and good streets.

It was a general agreement among the Steering Committee that before any kind of proposals for implementation of a Noise Impact Program could be made that it would depend on how successful the pilot program was in the Sea-Tac Communities Plan, Port of Seattle, Seattle, Washington. Once the pilot program has succeeded in Seattle, then it might be a good idea to propose it for Indianapolis.

It is recommended by the planner that the Sea-Tac Communities Plan be reviewed in 1980, and if successful, considered for a program in the Airport Vicinity study area.

b. Undeveloped areas

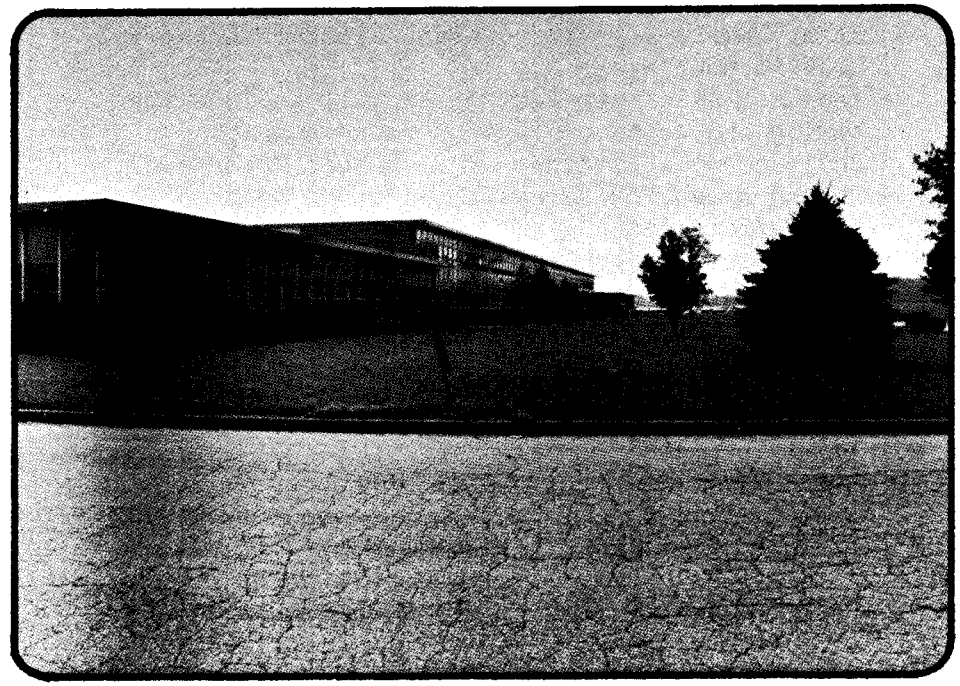
According to the Technical Memorandum on Zoning and Building Code, page 34--"To enable a wide choice

of land uses to be located in a noise sensitive zone, zoning ordinances should be developed in conjunction with building codes. (Dallas-Fort Worth Area.)"

One way to enable a wider choice of land uses is with a construction or building code requiring sound proofing for new one or two family homes in +30 Noise Exposure Forecast (N.E.F.) areas. In addition to the commercial and industrial building being able to be constructed in the higher noise areas (30-35 N.E.F. areas) 1- or 2-family homes with sound proofing could be constructed.

"The Vicinity Planner is now working with the Building Division, Department of Metropolitan Development, to determine the feasibility of creating a local building code to assure "accoustical treatment" of new residential buildings in high noise areas. The Department of Metropolitan Development will also strive to clarify the areas affected."

Preservation of agricultural land in portions of the study area can be done several ways. One of the better ways to implement agricultural land use is satisfied elsewhere. Some states (New Jersey and Connecticut) have adopted tax incentives to discourage the conversion of agricultural lands for residential development purposes. Further methods of preserving agricultural lands are being investigated in response to the comments of the May 18 Steering Committee meeting.



Implementation

section six

A. Capital Improvements and Programs

1. Operational Objectives

   a. Analyze and project need for the following services as they relate to airport, industrial, residential and commercial development:

Parks	Fire Service
Utilities	Health Centers
Libraries	Community Centers
Schools	Public Safety

   b. Make recommendations on:
   - Programs in developed areas to alleviate deteriorating housing, poor drainage, aircraft noise and traffic problems;
   - Implementation strategy which will include the timing and costs of capital improvement;
   - Environmental Findings of Technical Memorandum;
   - Run-up areas for aircraft and other noise abatement strategies;
   - Development controls in undeveloped areas affected by airport operations; and
   - Rezoning action where appropriate.

2. Projected Needs (by 1995) For:

   a. Parks

Wayne Township	-	2 Neighborhood Parks
Decatur Township	-	1 Neighborhood Park
Guilford Township	-	Land needs to be reserved for future park
Washington Township	-	Land needs to be reserved for future park

   b. Utilities

Wayne Township	-	Residential sewers for densely populated areas
Washington Township	-	Sanitary District for Industrial Area

   c. Libraries

Wayne/Decatur Townships	-	No projected additional need by Marion County Library
Guilford Township	-	Expansion of Plainfield Public Library

   d. Schools

Wayne Township Schools	-	Adequate capacity for expansion
Decatur Township Schools	-	An additional Elementary School
Plainfield Public Schools	-	An additional school
Avon Community Schools	-	A possible additional elementary school

   e. Fire Service

Wayne Township	-	The area is well serviced
Decatur Township	-	New fire station and expansion of existing facilities
Plainfield	-	No additional need
Washington Township	-	An additional fire station for the township

   f. Health Centers

Wayne/Decatur Township	-	Need for a Comprehensive Health Center

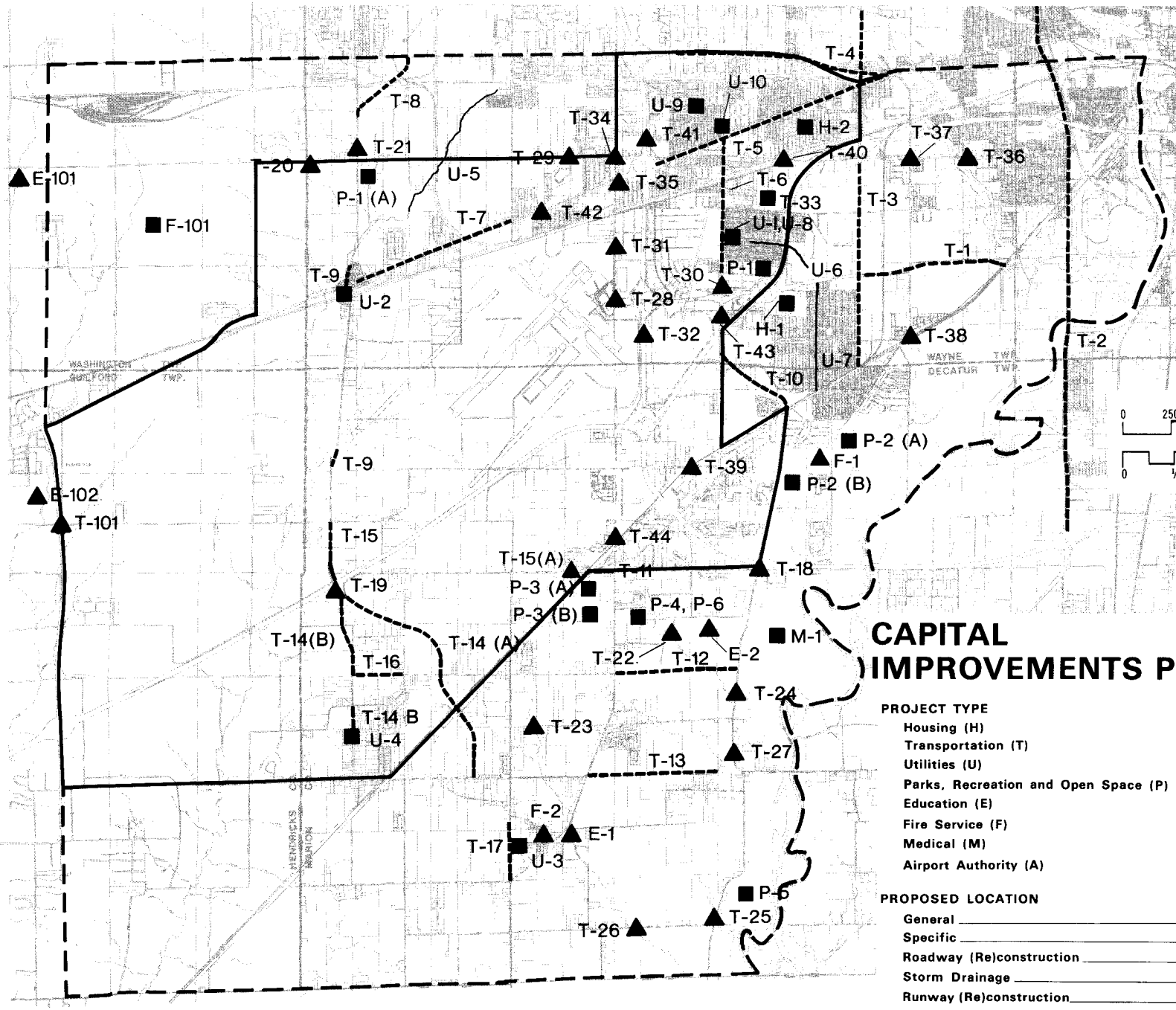
   g. Community Centers

Wayne Township	-	Adequate, 2 Community Centers serve the area.
Decatur Township	-	A community center is needed.
Guilford Township	-	A community center for the township is needed.

   h. Public Safety

   Wayne/Decatur Townships - Approximately 4 to 7 additional detectives and patrolmen will be needed by the Marion County Sheriff Department for Region #3 (Wayne/Decatur Townships).

   Guilford/Washington Townships - Hendricks County Sheriff Department projects they will need two to four times the existing number of road patrolmen.



CAPITAL IMPROVEMENTS PROPOSAL

PROJECT TYPE

- Housing (H)
- Transportation (T)
- Utilities (U)
- Parks, Recreation and Open Space (P)
- Education (E)
- Fire Service (F)
- Medical (M)
- Airport Authority (A)

PROPOSED LOCATION

- General ■
- Specific ▲
- Roadway (Re)construction
- Storm Drainage
- Runway (Re)construction

The preparation of this map was financed in part by a Unified Federal Planning Grant

AIRPORT VICINITY PLAN

Dept. of Metropolitan Development
Division of Planning and Zoning
Indianapolis - Marion County, Indiana

3. Capital Improvements, Marion County

The following list of Capital Improvements is compiled in response to the needs as expressed by the City of Indianapolis, Steering Committee members and the Planner-in-Charge. This list does not necessarily reflect the funding capabilities of the City of Indianapolis, or any other governmental agency (see map 20). Any studies that are proposed will be followed by a capital improvements proposal, if a need is shown.

(The prices as quoted are cost estimates for 1977.)

KEY

Proposed by:
- sc - Steering Committee
- c - City of Indianapolis
- p - Planner-in-Charge

Timing:
- Immediate
- 1980-1985
- 1985-1990
- 1990-1995
- 1995-2000
- (High Priority)*

Responsibility:
- c - City of Indianapolis
- co - Community Organizations
- s - State of Indiana
- ps - Private Sector
- f - Fire Department serving the township
- sch - School Corporation serving the township
- a - Indianapolis Airport Authority

*(High Priority) is placed in parenthesis under the timing when it is considered to be of high importance by the Steering Committee.

	Proposed by:	Timing	Responsibility	Map Reference (Map 20)
a. Housing *				
1. Code Enforcement				
Wayne Township - An extensive clean-up program of yards needs to be started in parts of Census Tract 3423, along with an inspection of all vacant structures in the area to determine whether they should be boarded or demolished.	p	Immediate (High Priority)	c,co	H-1
2. Demolition				
($1,100/Structure) Wayne Township				
1022 S. Collier St.	p	Immediate	c	H-2
1012 S. Collier St.	p	Immediate	c	H-2
997 S. Roena St.	p	Immediate	c	H-2

*All of census tracts 3423, 3427, 3426, 3565, 3581, 3566 and part of 3702 and 3564 are in either the "general area of consideration" or "special impact area" for 1978 Community Development Programs. These areas qualify for housing, neighborhood improvement, neighborhood services or related social services. (These programs are presently underway.) For the 1979 Community Development Programs, census tracts 3427, 3426, 3564, 3566, 3581 and parts of 3423 are in the "general area of consideration" and eligible for similar programs.

	Proposed by:	Timing	Responsibility	Map Reference (Map 20)
b. Transportation				
1. Roadway Construction (Reconstruction)				
(4 lane highway - 2-24' lane with 16' median and enclosed storm sewer w/o r.o.w. and bridges is $1,000,000./mile; 2 lane residential road - 24' road, curbs, enclosed storm sewer w/o r.o.w. and bridges is $837,200/mile.)				
Wayne Township				
Airport Expressway (4 lane expressway) Holt Road to Kentucky Avenue (cost - $2,590,000)	c	Immediate	c	T-1
Harding Street (4 lane divided) U.S. 40 to I-465	p	1980-1995	c	T-2
Holt Road (4 lane divided) I-70 to Kentucky	p	1980-1995	c	T-3
Rockville Road (4 lane divided) U.S. 40 to Lynhurst	p	1980-1995	c	T-4
Washington Street (5 lanes) Tibbs to I-465	p	1980-1995	c	T-5
Lynhurst Drive (4 lanes) Washington Street to Bradbury Street (This proposal will depend on traffic counts)	sc	1980-1985	c	T-6
Washington Street (4 lanes) Bridgeport Road to Girls School Road	sc	1980-1985	c	T-7
Connection (2 lanes) Country Club Road to Bridgeport Road	sc	1980-1995	c	T-8
Decatur Township				
Bridgeport Road (straightening & improvement of road) U.S. 40 to Haueisen Drive	p	1980-1995	c	T-9
Lynhurst Drive (2 lane connection) Troy Avenue to Kentucky Avenue	p	1980-1995	c	T-10

	Proposed by:	Timing	Responsibility	Map Reference (Map 20)
Thompson Rd. Connection (2 lane) High School Road to Kentucky Avenue	p	1990-1995	c	T-11
Milhouse Road (2 lane) Between High School and Mann Roads	p	1980-1995	c	T-12
Southport Road (2 lane) Between Mooresville and Mann Roads	p	1985-1990	c	T-13
Alternative A				
Connection Between Bridgeport Road at I-70 and Camby Road with a 90° intersection to Kentucky Avenue	co	1990-1995	c	T-14(A)
Alternative B				
Connection Between Bridgeport Road at I-70 and Camby Road along the Generalized Alignment of Stanley Road	c	1990-1995	c	T-14(B)
Thompson Road (straighten) west of Kentucky Avenue	co	1990-1995	c	T-15(A)
Bridgeport Road (4 lane) Haueisen Rd. to I-70	p	1990-1995	s,c	T-15
Milhouse Road (2 lane) Flynn and Stanley Roads	p	1990-1995	c	T-16
Mendenhall Road, Connection (2 lane) Extension south to Paddock Road	p	1995-2000	c	T-17
2. Interchange Construction				
(1975 Costs: Diamond - $790,00 Partial Clover Leaf - $1.1 million)				
Decatur Township				
Mann Road and I-465	sc	1980-1985	s	T-18
Bridgeport Road	p	1990-1995	s	T-19
3. Bridges				
Wayne Township				
Morris Street over Salem Creek	p	1980-1995	c	T-20

	Proposed by:	Timing	Responsibility	Map Reference (Map 20)
Bridgeport Road over Little White Lick Creek	p	1980-1995	c	T-21
Decatur Township ($40/S.F. of bridge)				
Furnas Rd. over Dollar Hide Creek	c	1980-1995	c	T-22
Mills Rd. over Goose Creek	p	1980-1995	c	T-23
Mann Rd. over Dollar Hide Creek	p	1980-1995	c	T-24
Mann Road Bridge over Mann Creek	c	Immediate	c	T-25
Ralston Rd. over Goose Creek	p	1980-1995	c	T-26
Mann Rd. over Swamp Creek	p	1980-1995	c	T-27
4. Traffic Lights				
Wayne Township Signalization of High School Road and Airport Expressway	p	Immediate	a,c	T-28
Signaled Crossing McClelland School/Morris Street	sc	Immediate	p,c	T-29
5. Signs				
Wayne Township				
Lynhurst near Raymond "Road Narrows" sign for north bound traffic	sc	Immediate	c	T-30
High School Rd. south of Beecher "Caution-Divided Highway"	sc	Immediate	a,c	T-31
I-465 just south of Airport Expressway "Move Left for Incoming Traffic" for north bound traffic	sc	1980-1985	s	T-32
6. Resurfacing				
(Resurfacing requests are forwarded to the Department of Transportation)				
($30,000/mile w/o curbs)				
Wayne Township (N-67)[1]				
Naomi 4200-4400	sc	Immediate	c	T-33

	Proposed by:	Timing	Responsibility	Map Reference (Map 20)
Caven 4200-4400	sc	Immediate	c	
Beecher 4200-4400	sc	Immediate	c	
Melrose 4200-4400	sc	Immediate	c	
Naomi 4800-5200	sc	Immediate	c	
Caven 4800-5200	sc	Immediate	c	
Beecher 4800-5200	sc	Immediate	c	
Martha 4800-5200	sc	Immediate	c	
Melrose 4800-5200	sc	Immediate	c	
Gerrad 1400-1500	sc	Immediate	c	
Wayne Township (N-65)				
Wilkins 4500-4750	p	Immediate	c	
Ray 3900-4500	p	Immediate	c	
McCarty 3900-4000	p	Immediate	c	
Oliver 3800-3900	p	Immediate	c	
Roena 850-1100	p	Immediate	c	
Lyon 500-600	p	Immediate	c	
Somerset 400-600	p	Immediate	c	
LaClede 750-1100	p	Immediate	c	

	Proposed by:	Timing	Responsibility	Map Reference (Map 20)
7. Sidewalks				
($47,520./mile-both sides)				
Wayne Township				
Connecting Apartments at 6750 W. Morris to Ben Davis Jr. High School	sc	1980-1985	p,c	T-34
8. Improvement of Intersections				
Wayne Township				
High School/Washington	c	Immediate	c	T-35
Warman/Morris Street	p	Immediate	c	T-36
Tibbs/Morris Street	p	1980-1995	c	T-37
Tibbs/Kentucky Avenue	p	1985-1990	c	T-38
Decatur Township				
Hanna Road and Kentucky Avenue(or equal to improve industrial access)	sc	1980-1985	c	T-39

	Proposed by:	Timing	Responsibility	Map Reference (Map 20)
9. Studies				
Wayne Township				
Safety study of Morris Street pass under railroad bridge	sc	Immediate	c	T-40
Feasibility Study of pedestrian br bridge over I-465 between Ben Davis Jr. H.S./Clover-leaf Apts.	sc	Immediate	c,co	T-41
Safety study of the intersection of Minnesota and Washington Streets	p	Immediate	c	T-42
Feasibility Study of pedestrian walk-way connecting Drexel Gardens to South Wayne Jr. H.S	sc	Immediate	c,co	T-43
Decatur Township				
Safety study of High School Road pass under the railroad bridge	sc	Immediate	c	T-44

	Proposed by:	Timing	Responsibility	Map Reference (Map 20)
C. Utilities				
1. Residential Sewer				
($15/11 S.F. of Service Area of Sewer)				
Wayne Township				
Drexel Gardens Area ($750,000 estimated cost)	p	Immediate (High Priority)	c,p	U-1
Bridgeport Area	p	1985-1990	c,p	U-2
Decatur Township				
West Newton Area	p	1985-1990	c,p	U-3
Camby Area	p	1990-1995	c,p	U-4
2. Cleaning of Drainage Ditches				
($6. to $7./linear foot)				
Wayne Township				
Thompson Ditch from Girls School Rd. to White Lick Creek	c	Immediate	c,p	U-5

	Proposed by:	Timing	Responsibility	Map Reference (Map 20)
Drexel Gardens (may be a need for a storm sewer)	sc	Immediate (High Priority)	c,p	U-6
State Ditch Mars Hill Area (may be a need for a storm sewer in the area	sc	Immediate (High Priority)	c,p	U-7
3. Residential Water Service				
Wayne Township				
Drexel Gardens	sc	1980-1985	p, Indpls. Water Co.	U-8
4. Studies				
Wayne Township				
A study needs to be made of the densely populated area north of Washington Street and east of I-465 to determine the need for residential sewers.	sc	Immediate	c	U-9
An examination should be made of the Frances Neeld Ditch near U.S. 40 and Lynhurst to see if anything can be done to improve the flow of the ditch.	sc	Immediate	p,c	U-10

It must be noted that the capital improvements for residential sewer/cleaning of drainage ditches are of a priority because of the health hazard caused by inadequate storm/sanitary sewer systems. In the Drexel Gardens area alone there are 141 known sewage discharge points, 46 outside toilets and 65 sewage seepage pits. All this causes a tremendous health hazard which needs to be remedied.

	Proposed by:	Timing	Responsibility	Map Reference (Map 20)
d. Parks, Recreation and Open Space				
1. Land Acquisition (Not Adjacent to School)				
Wayne Township				
Proposed neighborhood park near Raymond/Cole Streets (In Drexel Gardens) (Land, 7 ac.- $42,000 plus necessary equipment)	p	1980-1985	co,c	P-1
Proposed Neighborhood Park near Bridgeport/Morris Street	p	1990-1995	c	P-1(A)

	Proposed by:	Timing	Responsibility	Map Reference (Map 20)
2. Land Acquisition (Adjacent to School)				
Decatur Township				
Neighborhood park, alternative locations				
Proposed Neighborhood Park on land adjacent to Stephen Decatur Elementary School would make use of both school and park facilities				
(Land, 15 ac.- $30,000 plus necessary equipment)	p	1980-1985	c	P-2(A)
Proposed neighborhood park on land north of Superior Road and east of Man Road				
(Land, 20 ac. - $40,000 plus necessary equipment)	p	1980-1985	c	P-2(B)
Community center, alternative locations				
Proposed Community Center and park on land adjacent to Decatur Central H. S. would make use of both school and park facilities				
(Community Center @ $400,000, land, 10 ac. @ $20,000 plus necessary equipment)	p	1985-1990	c	P-3(A)
Proposed Community Center and park on land near Decatur Central H.S. separate use of facilities				
(Community Center - $60,000, land, 20 ac. @ $40,000, plus necessary equipment)	p	1985-1990	c	P-3(B)
3. Equipment for Parks				
Decatur Township				
Carson Park: Paved acess roads with parking, lighting for ball diamonds and picnic grounds	c	Immediate	c	P-4

	Proposed by:	Timing	Responsibility	Map Reference (Map 20)
Southwestway Park: Resurface existing roadways and parking; install boat launching ramp and facilities; install waterlines and restrooms; and develop picnic area	sc	1980-1985	c	P-5
4. Studies				
Decatur Township				
Carson Park is in need of additional ball fields for little league. Is there adequate room in the existing park or does additional land need to be acquired?	p	Immediate	c	P-6
e. Education				
1. Expansion of Existing Facilities				
Wayne Township				
Not necessary				
Decatur Township				
West Newton Elementary School, 7500 Mooresville, renovated and expanded	In process	Immediate	sch	E-1
2. New Facilities				
Wayne Township				
Schools - Not necessary				
Decatur Township				
Schools - New Elementary School	p	1985-1990	sch	E-2
f. Fire Service				
1. New Facilities				
Decatur Township				
New Fire Station (3500 S. Foltz)	In process	1985-1990	f	F-1
2. Expansion of Existing Facilities				
Decatur Township				
Expansion of West Newton Station (Eleanor Street)	p	1980-1985	f	F-2

	Proposed by:	Timing	Responsibility	Map Reference (Map 20)
g. Health Facilities				
Wayne/Decatur Townships				
Division of Public Health proposes District Health Office w/public health offices, and a station for medics and ambulances. It could also include provisions for minor emergencies, and an office that would issue birth and death certificates.	MCHH	1980-1985	MCHH	M-1

4. Capital Improvements, Hendricks Co.

a. Transportation				
Guilford Township Stafford/new S.R. 267	sc	1980-1985	s	T-101
b. Education				
1. New Facilities				
Avon Community Schools - New Elementary School	p	1980-1985	sch	E-101
Plainfield Public Schools New Middle School	p	1990-1995	sch	E-102
c. Fire Station				
Washington Township				
New Fire Station	p	1990-1995	f	F-101

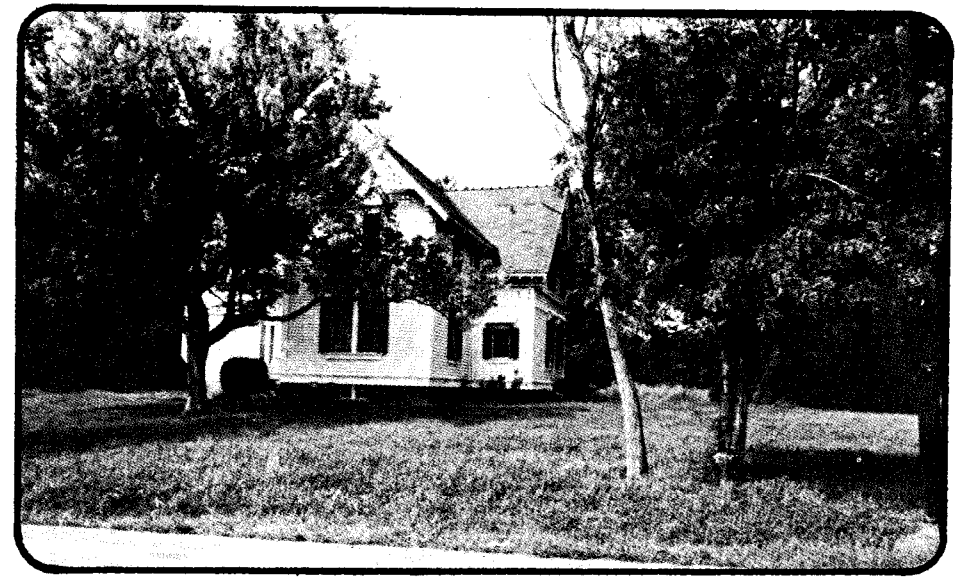


Figure 16 THE NICHOLSON HOUSE, 5510 MANN ROAD

5. Rezoning

In order to assure that the zoning in the study area is compatible with the land use planning, certain rezonings are recommended.

Examples of the rezonings that correspond to the land use plan and are recommended in the priority growth and development areas of Wayne and Decatur Township are (acreage estimates are shown):

1. Wayne Township

D-3 (Residential)	120 acres south of Morris Street (8300-8500 West Morris Street) to I-2-S (Light industrial suburban district).
A-2 (Agricultural)	160 acres northwest of Bridgeport and Morris Street (8800-9300 West Morris Street) ultimately change to I-2-S (Light industrial suburban district).
A-2 (Agricultural)	80 acres, southwest of Bridgeport and Morris Street (8800-9300 West Morris Street) ultimately change to D-6-II (Low-density multi-family)
A-2 (Agricultural)	240 acres west of Bridgeport Road (1600-2200 Bridgeport Road) ultimately change to D-3, D-4, D-5 (Medium and medium-high density single-family).
A-2 (Agricultural)	50 acres east of Bridgeport Road (1800-2200 Bridgeport Road) ultimately change to D-3, D-4, D-5 (Medium and medium-high density single-family).
D-5 (Residential)	Two 6 acre sites north of Washington Street (7400 and 7500 West Washington) ultimately change to C-7 (Commercial district).
A-2 (Agricultural)	46 acres north of Washington Street (8250 West Washington Street) would ultimately change to I-2-S (Light industrial suburban district).
A-2 (Agricultural)	67 acres north of Morris Street (6840 to 7150 West Morris Street) ultimately change to D-3 (Medium and medium-high density single-family).
D-3 & A-2 (Residential) & (Agricultural)	15 acres in scattered lots both north and south of Washington Street (7900-8350 Washington Street) ultimately changed to C-3-C (Corridor commercial).

2. Decatur Township

D-4 (Residential)	23 acres north of Hanna Road (6100-6300 West Hanna Road) to I-2-S (Light industrial suburban district).
D-12 (Medium-high density two-family subdivisions)	10 acres east of High School Road (3800-3975 High School Road) ultimately changed to I-2-S (Light industrial suburban district).
D-4 (Residential)	16 acres east of High School Road (3700-3800 south High School Road) I-2-S (Light industrial suburban district).
A-2 (Agricultural)	103 acres north of Hanna Road. (6500-7100 West Hanna Road) to I-2-S (Light industrial suburban district).
A-2 (Agricultural)	126 acres north of Valley Mills East and West of Kollman Road (4500-5000 Kollman Road) ultimately changed to D-3, D-4 (Medium and medium-high single-family).

A-2 (Agricultural)	93 acres south of Thompson Road and east of Scott Road (6750-7250 Thompson Road and 5000-5700 Scott Road) ultimately changed to I-2-S (Light industrial suburban district).
A-2 (Agricultural)	11 acres southeast of State Highway 67, north of Milhouse Road and west of Mendenhall Road to ultimately be changed to I-2-S (Light industrial suburban district).
A-2 (Agricultural)	530 acres southeast of Highway 67 and north of Mills Road (6300-7250 Mills Road) ultimately changed to D-3, D-4 (Medium and medium-high density single-family).
A-2 (Agricultural)	12 acres west of High School Road (5200-5300 High School Road) ultimately changed to S-U-2 (Schools, and addition to the Decatur Central High School grounds).
A-2 (Agricultural)	20 acres south of Thompson Road (5500-6250 Thompson Road) ultimately changed to D-3, D-4 (Medium and medium-hgih density single-family).
A-2 (Agricultural)	102 acres between Tincher Road and Mann Road, and north of Epler Road (4800-5500 Epler Road) ultimately changed to D-3, D-4 (Medium and medium-high density single-family).
A-2 Agricultural)	260 acres between Mann Road and the urban conservation area along White River (5150-6100 Mann Road) ultimately changed to D-3, D-4 (Medium and medium-high density single-family).
SU-2 (Schools)	47 acres north of I-465 (4800 South Mann Road) ultimately changed to C-3 (Neighborhood commercial district).
SU-2 (Schools)	19 acres east of the State Ditch just north of Interstate 465 ultimately changed to D-3, D-4 (Medium and medium-high density single-family) (In addition noise proofing is needed)
A-2 (Agricultural)	16 acres west on Mann Road (4750-4900 Mann Road) ultimately changed to D-6 (single-family cluster development or low-density multi-family).
A-2 (Agricultural)	32 acres on the east and west side of Lynhurst Drive (4300-4500 Lynhurst Drive) ultimately change to D-3, D-4 (Medium and medium-high density single-family) (In addition noise proofing is needed).
D-11 (Mobile Home Park)	40 acres east of Mann Road (4100-4300 Mann Road) ultimately changed to D-3, D-4 (Medium and medium-high density single-family) (In addition noise proofing is needed).
D-6-II (Low-Density Multi-Family)	30 acres west of Mann Road (3800-4050 Mann Road) ultimately change to D-3, D-4 (Medium and medium-high density single-family) (In addition noise proofing is needed).
A-2 (Agricultural)	150 acres east of Foltz Road (3700-4300 Foltz Road) ultimately change to D-6-II (Low-density multi-family).

A-2 (Agricultural)	12 acres west of Lynhurst (3800 South Lynhurst) to C-3 (Neighborhood Commercial district).
A-2 (Agricultural)	115 acres east of Lynhurst Drive (3000-3500 Lynhurst Drive) ultimately change to D-6-II (Low-density multi-family).

(For each of the above zoning classifications, the adopted ordinances should be consulted for specific definition or development controls. Copies of zoning maps and district ordinances can be obtained from the Division of Planning and Zoning, 2122 City-County Building, Indianapolis-Marion County, Indiana.)

The urban conservation districts proposed on the land use plan do not require a specific zoning ordinance. They do represent, however, areas where special control mechanisms are necessary to protect the land use from floods, excessive air traffic noise, and severe erosion potentials, and to conserve valuable natural environments. In most cases these mechanisms already exist in the zoning classifications that covers the area (e.g. floodway and flood plain control district ordinances)

For the areas where noise proofing is proposed an ordinance will need to be enacted by local government to assure that the local building code, for 1-to 2-family residential, is adequate to assure sound proofed living units in higher noise areas.

Credits

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